

# The MARINE CORPS GAZETTE

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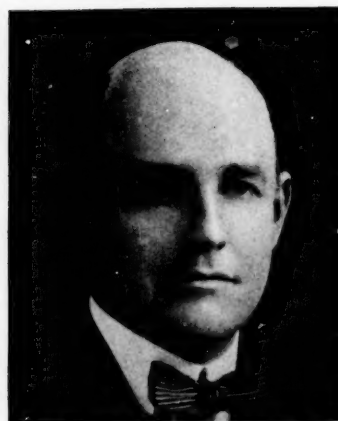
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EX-MARINES IN CONGRESS

# The Marine Corps Gazette

VOLUME XI

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## "YOU ARE HEREBY DETACHED. . . ."

BY CAPTAIN OLIVER P. SMITH, U.S.M.C.

"A LITTLE knowledge is a dangerous thing." Every officer has some conception of the functioning of Headquarters Marine Corps. Many have misconceptions. Hearsay, rumor, and conjecture give rise to these misconceptions. Officers are continually drawing false conclusions from incomplete or faulty premises. To illustrate: if an officer has requested San Diego and is assigned duty at Quantico, it does not follow that the best way to get to San Diego is to request duty at Quantico, yet such ideas are current. The purpose of this article is to give officers a better understanding of the functions of that part of Headquarters Marine Corps known as "*The Personnel Section*."

The Personnel Section is a part of the Commandant's Office as distinguished from the Adjutant and Inspector's, Quartermaster's, and Paymaster's Departments. Roughly, it performs, under the direction of the Commandant, the duties of G-1. Certain of the G-1 functions are performed by other departments and sections. The Adjutant and Inspector's Department acts on resignations, appoints boards, issues commissions, handles disciplinary matters, keeps the records, and from them compiles the history. The Quartermaster's and Paymaster's Departments make recommendations affecting the details and movements of officers assigned to their departments. The Recruiting Section and the Aviation Section make similar recommendations. Personnel questions involving a serious change of policy are usually referred to the Division of Operations and Training for consideration and recommendation. This section also makes recommendations with regard to reserve officers and details of certain specialists. The functions of all sections and departments dove-tail into each other. It might be said that the Personnel Section moves the officer, the Division of Operations and Training provides employment for him, the Adjutant and Inspector records his movements and employment, the Quartermaster lends him his working tools, the Paymaster pays him and the Commandant supervises the whole.

Although the principal function of the Personnel Section is to move officers, it has others which do not necessarily have this effect. It is concerned with the appointment of officers, both regular and reserve, the leave of regular officers and the various details for which they may be selected.

Young, intelligent, and clean-cut recruits are possible timber for the Naval Academy. One hundred appointments are reserved each year for enlisted men of the Navy and Marine Corps who can meet the requirements. The

concern of the Personnel Section is to make sure that the necessary information and examination questions get out to the service, that the chaff among the applicants is separated from the wheat and that the successful ones are ordered to the Preparatory Schools; the rest is up to the man. The Marine Corps is well repaid for the effort expended when one of these men graduates from the Academy with honors and returns to his first love, the Marine Corps. He owes a debt to the Corps for the opportunity given him, and he repays it in full by making the best use of that opportunity.

The opportunity to obtain a commission is not lost to the enlisted man who is too old to enter the Academy; he may become a commissioned officer directly from the ranks. In this case the officer recommending him certifies that he has then and there the qualifications of an officer; in the case of the man recommended for the Naval Academy the officer certifies that with four years' training the man will have the necessary qualifications for commissioned rank. The candidate-for-commission class at the Marine Barracks, Washington, D. C., is not intended to mentally equip a man to become an officer; it merely organizes his mental equipment. If it were a preparatory school, capable in six months of fitting an enlisted man for a commission, why should other men obtaining commissions be required to devote four years of their lives at the Naval Academy or a distinguished military college before becoming eligible? The Personnel Section is the intermediary between the recommending officer and the school. As in the case of candidates for the Naval Academy, this section sends out the preliminary information, handles the recommendations, distributes the preliminary examination questions and transfers the successful candidates to Washington for instruction.

The successful candidates from the ranks are commissioned in the Marine Corps in February. These men fill approximately one-third of the vacancies in the second lieutenant's grade. Midshipmen entering from the Naval Academy in June account for another third. In order to provide a well-rounded commissioned personnel, the remaining third is selected from men in the current graduating classes of Distinguished Military Colleges, or institutions where there are advanced units of the Reserve Officers' Training Corps. The Marine Corps has nothing to do with the rating of colleges and universities as "Distinguished"; the War Department determines that rating. Unfortunately, some of the most representative universities are not on the list. But, by the present policy, the Marine Corps is limited to the list as published by the War Department. Information and blank forms of application are sent out to all presidents of these institutions, who in turn give the information and forms to the instructor of Military Science and Tactics. Right here is where officers, particularly recruiting officers, may help. The Army is represented in all of the larger colleges and universities by the instructor in Military Science and Tactics. The Marine Corps has no such representation. The Army officer will not recruit for the Marine Corps, and it requires more than a circular letter to secure a recruit. A few personal contacts by recruiting officers and officer alumni may make the difference between no applicants and a large number of applications from desirable men.



The ignorance of the college man with respect to the military services is surprising, but his interest, if aroused, will be genuine. If the Marine Corps is to get representative men from the colleges it will have to arouse their interest.

Due to the limited number of vacancies, it is impossible to assign a quota to any institution. When applications are received from graduates their eligibility is first determined. The applications are then classified in accordance with the recommendations from all sources and the endorsement of the instructor in Military Science and Tactics and the President of the institution. The principals and alternates are then notified. The number who fail physically is surprising; last year five (5) men who were otherwise qualified and acceptable were disqualified physically. Lack of funds, change of mind, and professional football accounted for other failures to accept commissions. However, it is encouraging to note that during the year 1925, eighty-one (81) applications were received from twenty (20) of the thirty-two (32) Distinguished Military Colleges and Universities embracing every section of the country.

The appointment of commissioned officers in the regular service maintains the Marine Corps at its peace-time strength, and provides the nucleus for war-time expansion. Add to this nucleus the respectable reserve authorized by Congress and the Marine Corps will have a force capable of rapid expansion in time of war or national emergency. The publicity given the Marine Corps Reserve has resulted in a stream of applications for reserve commissions from every walk of life in every section of the country. The application often reflects the character of the applicant. One says he would rather be a private in the Marine Corps than a colonel in any other organization in the world; one says, in effect, that the Marine Corps will miss an opportunity if it does not accept him, and very few want to be second lieutenants. The function of the Personnel Section is to put all their applications in digestible form for the Examining Board.

The stream of requests for leave vies in volume with the applications for reserve commissions. The volume of leave requests is seasonal. There is a remarkable resemblance between recruiting and desertions of enlisted men and leave requests of officers. When the Indian Summer passes and the wind begins to cut, recruiting picks up and leave requests drop off; but when the trees begin to bud and the Winter softens into Spring, both officers and men begin to hear the call of the open spaces, in the one case expressed in increased leave requests, in the other by desertions and decreased enlistments.

The policy of the Commandant with regard to leave has been announced, and by his policy the onus of determining whether or not an officer can be spared is placed upon the shoulders of his commanding officer. Although at the time the leave is granted the officer can be spared, an emergency may demand his recall. To provide for such an emergency the officer's leave address is filed in the Personnel Office, as is also any authority which may have been granted him to request an extension. However, if the officer decides to spend his leave touring the country by automobile, artillery tactics have to be used to locate him; usually after a couple of overs and shorts he

will be found at one of his leave addresses. Last Fall, two officers on a tour to the west coast had to be recalled from leave for urgent reasons, and it took about a week in each case to bracket them. Then once in so often an officer whose leave address is elsewhere will telegraph for an extension from no more definite address than New York City. It is easy enough to reply by telegram to the particular office from which the dispatch originated, but if the officer has not made arrangements to have the reply held for him, he gets no extension.

So much for regular leave. Sick leave presents few problems: The Bureau of Medicine and Surgery recommends it, the Major General Commandant authorizes it, and the officer reports on his condition while availing himself of it.

When an officer requests leave he takes the initiative; when he is detailed to a particular duty the initiative is generally with the Commandant. There is quite a difference between "In accordance with your request . . .," and "You are hereby detailed. . . ." Some involve no change of station on the part of the officer; some do temporarily, some permanently, and some are incidental to change of station. Intermittently officers are detailed as aides to the Commandant and to the President. Funerals at Arlington constantly require officers and men. The notice given is short and usually telephonic orders to be confirmed in writing are given. Inauguration parades every four years and at odd intervals special ceremonial details in the District require more officers and men, sometimes for appearances, sometimes for guard duty, always to the credit of the Marine Corps. Officers who are the object of a court of inquiry, retiring board, examining board, or court-martial in the District, may request counsel, and the Personnel Section selects one for detail. Nominations for membership on courts and boards convened by the Secretary of the Navy and recommendations for changes in them pass through this Section. Certain officers are detailed for duty with the Army, Navy, and other governmental agencies; attachés at embassies, on the Battle Monuments Commission, in the Bureau of the Budget, and on staff of Army and Navy schools. Retired officers are placed on active duty for definite details. When Marines are embarked on Navy transports a commanding officer of troops is detailed. Officers are detailed to special temporary duty to witness military demonstrations, make inspections, and for conferences. An entire battalion is detailed on special temporary duty at Guantanamo Bay, Cuba.

Then come details to staff duty in the Quartermaster's, Paymaster's, and Adjutant and Inspector's Departments, and to duty with aviation units. These details are more or less permanent and are made on the recommendation of the head of the staff department or the officer in charge.

The passing of the "practical" soldier has increased the number of officers detailed to duty under instruction in Army, Navy, and Marine Corps Schools. At the present time there are one hundred and sixty-three (163) officers attending service schools. The selection and detail of this number of officers without disrupting the activities of the Marine Corps is not easy.

Furthermore, toward the end of the school year, after the officers who are to attend the next year's schools have been notified, there is a very small reserve upon which to draw to fill vacancies as they occur. With the graduation of the officers from the different schools in the early summer this situation is immediately relieved.

Of the Marine Corps schools, the Basic School presents the fewest difficulties. It can accommodate about twenty-five officers, and two courses are given each year, which insures all second lieutenants an opportunity for basic instruction shortly after commissioning. In order that each class may be well balanced, a half of the increment from the ranks, the colleges, and the Naval Academy is detailed to each class.

The problem of selecting officers for the company and for the field officers' courses is the same: to find officers who have not attended, who are eligible, who are not due for sea or foreign duty, and who can be spared. School details were not always popular, except just prior to promotion, but as each year passes the courses improve and the requests for such details increase. By the time all the present captains have attended the company officers' course the school details will have become stabilized. Then, second lieutenants will attend the Basic Course, first lieutenants the Company Officers' Course, and captains the Field Officers' Course. The field officers will then have time for more advanced schooling. For the present, however, the main objective is to detail every officer who can be spared. There is no dearth of officers who have not attended school, and, until there is, a well-regulated plan of detail will not function.

Some questions regarding school details may arise in the mind of an officer. "Why should I be ordered from the West Coast to Quantico in the middle of winter, ostensibly for duty under instruction in the next school, when the course does not commence for nine months?" He asks the question when he receives the orders. When he arrives at Quantico, finds there are no quarters for him at the post, finds that there is a waiting list for the well-ventilated houses in the town of Quantico, and finally rents an apartment or boards in Fredericksburg, Va., twenty-five miles away, his help-mate joins in questioning the wisdom and foresight of that impersonal agency, Headquarters. The answer to his question is not difficult, but the remedy for his complaint cannot at present be applied by the Marine Corps. Economy is the watchword in all Government activities, and it is much more economical to move an officer and his family by Government transportation than by rail. In order to keep within the appropriations every available space on Army and Navy transports must be used. Army transports between coasts run on a monthly schedule; Navy transports about every six months. The Marine Corps usually receives a proportionate share of the space on Navy transports, and on Army transports whatever is available. As the amount of space available on each transport is at a premium, no opportunity to obtain space can be passed up. Transports scheduled for summer trips could not handle the coast-to-coast traffic. The appropriations presuppose a general use of Government transportation and a minimum use of rail



transportation. Then it becomes necessary to order officers whenever the space is available, whether the transport sails in the middle of winter or not. By reason of economies in rail transportation in the past practically all of the company officers at present on the West Coast have not had the advantage of service schooling beyond the Basic Course. Therein lies the answer.

The captain within the first hundred on the lineal list may ask, "Will I be detailed to duty under instruction in the Company or Field Officers' Course?" If the officer has not completed a course of instruction which is the equivalent of the Company Officers' Course, the answer is, "The Company Officers' Course." From June, 1916, until the 1921-22 class of the company officers' school, there was no course of instruction for company officers which is considered the equivalent of the present company officers' school. Captains whose names appear in the upper half of the lineal list are now considered available for detail to the Field Officers' Course, provided they have completed the Company Officers' Course. However, in filling the quota of officers to be assigned to this course, preference is given to those captains who have been graduates of the Company Officers' Course for the longest period of time.

So much for details. The maintenance of complements is the main function of the Personnel Section. Webster's New International Dictionary defines complement as "full quantity, number or amount; completeness." Most commanding officers will not agree with this definition as applied to the complements of their posts. Their definition would read, "Minimum quantity, number or amount; bare sufficiency only." However, with the approval of the Commandant, the Division of Operations and Training fixes the complement of the various ships and stations, and if it is parsimonious with officer personnel it is for cause.

The total number of officers on the active list is not assigned to ships and stations; there is a small number assigned to the pool, which means "unassigned." The pool is the working margin to provide for ineffectives and those assigned to duties for which no complement is provided. Since our commissioned strength is based on an enlisted strength considerably in excess of the actual enlisted strength, the Marine Corps has a substantial working margin of officer personnel without a pool. As a consequence, the officer pool is small. The value of a large pool is more apparent with enlisted personnel, where there is no similar working margin.

The working margin of officer personnel caused by the discrepancy between enlisted and officer strength is at present being employed to provide the personnel for attendance at service schools. Complements can then be increased only at the expense of the schools, or by decreasing the complement of some other post or station. No doubt the "practical" soldier would urge a reduction in the number of officers attending schools. The theorist would urge a further extension of the school system. The present plan pursues the middle course. In a few years, school details will overtake promotions. Then company officers will attend school upon appointment and prior to promotion to the grade of captain and of major, and field officers



will attend advanced schools. At the present rate of promotion, when this condition is reached, the number of officers in the company and field officers' courses will be reduced, and also the number of field officers assigned to advanced schools will probably not equal the present number in schools. There will then be more officers available for assignment.

The assignment of complements is based on a familiar law of economics inverted. The demand must be adjusted to the supply, not the supply to the demand. The filling of complements is based on equity. Having assigned and filled the complement, it is necessary to keep it in a healthy condition. Water if confined will become stagnant. Officers are apt to become stale if allowed to remain too long in one place. In order to maintain a healthy flow of personnel a tour of duty is necessary. The "normal" tour of duty, like insurance premiums, is based on experience tables. Experience dictates a two-year tour of duty for the tropics. Experience has shown that aboard ship the proper time to relieve officers is between gunnery years. Experience has proved that officers at shore stations should remain, when the exigencies of the service permit, a minimum of two years at a station, sometimes three years, and a maximum of four years.

In fixing the tour of duty aboard ship, the interests of the Navy come first. The Marine Detachment is an integral part of the ship's crew. In view of the importance of gunnery on battleships there should always be a Marine Officer aboard who is thoroughly familiar with the battery assigned to the Marines. To accomplish this end the tour of duty is fixed at two years, and one officer in the detachment is relieved each year. The exact time of relief is governed by the movements of the vessel and the date of completion of the gunnery year. This system is now functioning efficiently. It is only when officers are detached during the gunnery year by reason of sickness or for other sufficient cause that an adjustment has to be made, in which case one of the officers will be required to serve more than two years. Naturally, on ships having only one Marine officer, there will be a new deal every two years, but on such ships there is usually little gunnery training.

Hardly second to the interest of the Navy is the interest of the Marine Corps in the length of the tour of duty aboard ship, for were it longer than two years a correspondingly smaller number of Marine officers would receive this essential training.

On foreign stations officers may expect detachment on the completion of two years' duty, subject only to the availability of transportation. Because of the nature of the duty in the Gendarmerie d'Haiti, extensions are approved if the officer's health permits it. Extensions in other cases are rare, usually for family reasons, seldom for professional reasons.

In the United States an officer may remain at a station at least two and not more than four years. At the end of four years, the Commandant feels that for the officer's own good he should be ordered to a new station.

In the days of frequent expeditions in the Caribbean, an officer had no opportunity to remain four years at one station, neither did he always serve

a full tour of duty in the tropics. Now, since the evacuation of Santo Domingo and Nicaragua, and the reduction in the strength of the First Brigade, foreign duty is at a premium. Theoretically, the approximate time officers now returning from foreign and sea duty may expect to remain in the United States is as follows, for each rank:

Colonels .....	10 years
Lieutenant Colonels .....	7 years
Majors .....	9 years
Captains .....	6 years
First Lieutenants .....	7 years
Second Lieutenants .....	5 years
Marine Gunners .....	8 years
Quartermaster Clerks (A & I) .....	18 years
Quartermaster Clerks (Q. M.) .....	6 years
Pay Clerks .....	6 years

An increase or decrease in sea and foreign duty would affect the figures inversely.

If an officer were to alternate between sea and foreign duty there would be about twelve years between tours of sea duty. However, there are a great many officers, eligible in every respect, who have not served at sea, and until all have had their turn the question of alternation will not arise.

As implied above, all officers are not eligible for sea duty, nor is it possible to select officers at random for other details. The aim of the Personnel Section is to fit the round peg in the round hole.

Many times the officer's qualifications for a particular duty and his expressed desires coincide. One officer assigned to a station of his own choice usually eliminates one hammer in the anvil chorus. The new fitness reports do not make provision for a preference for duty, but all officers have been encouraged by the Commandant in Marine Corps Orders to express their preferences in official letters. Officers seem to prefer to express their preferences without resort to official letters; they have an aversion to requests appearing on their record. Yet this official request is very desirable from the standpoint of Headquarters; it bears the expression of opinion of the officer's commanding officer, and it is the official request of the officer on file with his record until he chooses to cancel the request. Unpleasant experiences have shown that an officer does not always mean what he says in a personal letter.

It should be apparent to all officers that vacancies do not coincide with the submission of a request for station or duty. When a request is received it is acknowledged and filed alphabetically and by station. The acknowledgment to the effect that the officer's request has been filed for future consideration means just what it states. The officer may dub the reply as "applesauce," but his request, together with the hopes and aspirations of many other officers, is filed away in a handy little box and is consulted whenever a vacancy occurs. The part played by requests may be illustrated as follows: A vacancy for a captain occurs at New London. The request

box discloses the cards of five captains who have requested duty at New London. Upon investigation one of the captains is found to be on foreign duty; one is so near the top of the roster that he is not eligible; one captain is in school and will not be available until June; one captain's record precludes his assignment; the fifth captain has recently been detached from Haiti and is now on leave prior to reporting at Quantico. This last captain appears to be the man for the job, and if his record is satisfactory he is assigned. If none of the officers are available or suitable, then the selection will have to start from a new base without regard to requests.

However strange it may seem, complaints have arisen on the part of officers whose requests have been complied with to the letter. Some time ago an officer serving at a large post on the east coast submitted an official request for transfer to a small station, stating he felt that at a smaller post he would have more time and quiet in which to prepare for his impending promotion examinations. He reinforced his official request by a personal appeal. Shortly thereafter a vacancy for an officer of his rank occurred at one of the smaller stations on the east coast and he was selected to fill the vacancy. As soon as he had the opportunity he called at the Personnel Office and requested that his orders be changed, stating that he did not want to serve in the "sticks." He admitted he had requested "any small station" where he would have an opportunity for study, but protested that he hadn't requested the particular station to which he was ordered. Here it would be well to draw the curtain.

There are certain well-defined tendencies in requests. San Diego and the foreign stations in the Pacific lead in the number of requests filed. Peking seems to be the ultimate goal of all officers. It is almost an impossibility to assign any officer to Peking who has not requested or does not desire duty there. However, it will take a good many years to accommodate everyone. The tendency of requests on the East Coast is to avoid the larger shore stations. The most sought-after foreign duty on the East Coast appears to be at Coco Solo, and in the Gendarmerie d'Haiti. Each request for duty in the Gendarmerie is forwarded to the Chief of the Gendarmerie for an expression of opinion. Since officers are detailed to this duty on the request of the American High Commissioner, the request box does not play a very important rôle.

With second lieutenants completing the Basic Course, Guam and Parris Island are popular. Investigation usually discloses the fact that the officer so requesting is married or is contemplating marriage. Both stations apparently offer an economical haven to such second lieutenants.

Requests are an important aid in the selection of officers for duty, but the ready reference book is the "Sea and Foreign Service Roster." This roster is more or less of an enlarged guard roster, with notations as to the station of the officer, his date of joining, duties, and requests filed. Any adjutant who has maintained a guard roster knows how critical officers are of such devices. It must, therefore, be accurate. In general, officers are arranged on this roster by rank in the order in which they returned from

sea or foreign duty. The order is determined by a control date, which, in the case of officers serving a normal tour of duty at sea or on foreign station, is the date of detachment. Difficulties arise when the officer does not complete a tour of duty, or is assigned to duty with a temporary expeditionary unit such as the one at Guantanamo. For the purposes of the roster an officer detached for the convenience of the Government from a ship or foreign station after sixteen months' service is considered as having completed a tour of duty. If he has not completed a full tour he is credited with a broken tour and his name is placed at the head of the roster. Should he return to foreign duty before the expiration of a period of time equal to the length of his broken tour he will be given credit for the broken tour in figuring the length of his second tour. If he does not return to foreign duty within a period of time equal to the broken tour his control date is adjusted, that is, the length of the broken tour is added to his original control date (the one assigned him before he was ordered to foreign duty) and he takes position on the roster according to the adjusted control date. When he does go to foreign duty again he is required to serve a full tour. Officers for duty with the expeditionary unit at Guantanamo are not selected in accordance with their position on the roster, and upon their return from such duty their original control dates are adjusted by adding to them the period of time served with the expeditionary unit.

An officer's control date does not change upon promotion. If promoted from first lieutenant to captain he takes position on the captain's roster according to his control date on the first lieutenant's roster.

Two rosters are maintained for second lieutenants; one roster includes those who have never served at sea or on foreign station and whose control dates are the dates of their acceptance of commission; the other roster contains those second lieutenants who have served at sea and on foreign duty. This second roster is rarely used in selecting second lieutenants for sea and foreign duty, a sufficient flow being provided by the newly commissioned officers.

The roster is not confidential and is open to inspection. The usual query of officers inspecting it is: "When may I expect sea or foreign duty?" This date can be approximately obtained by determining his numerical position from the top of the roster and dividing the number by the average number of officers in his grade returning from sea and foreign duty each year.

The roster is a guide, not a mathematical formula for selecting officers. Officers are fed into it at the bottom from sea and foreign duty, but it is not always possible for them to come out at the top in the same order in which they entered. An officer may be on sick leave when his turn for foreign service arrives, or a board of medical survey may have recommended that he be not ordered to tropical duty. The arrival of a son and heir may delay an officer's orders. The officer heading the roster may be on the west coast and the vacancy in Haiti. Government transportation from the west coast to Haiti being at a premium an east coast officer is usually selected. It may so happen that an officer has served four years at one station but is not



yet quite due for foreign service. If he were moved to a new shore station he would probably not remain there more than a year, therefore, in order to avoid too frequent changes he may be ordered to foreign duty in advance of his regular turn. An officer serving under a four-year staff detail is not available for sea duty, and if ordered to foreign duty is only ordered to staff duty. The tendency is for staff officers to pile up at the top of the roster to be assigned when their details expire. Officers assigned to aviation duty are available for foreign duty with aviation units only, and may go earlier or later than line officers on the roster. An officer may be assigned to line duty from which he cannot be spared at the time he becomes due for sea or foreign duty. Lastly, an officer may be at the top of the roster but not have the qualifications to fill the first vacancy at sea or on foreign station.

To add to the difficulties in selecting officers for sea and foreign duty the roster is lopsided. Forty-three per cent. of the foreign and sea duty is performed in the Pacific, and only one-third of the officers in the Marine Corps are assigned to the Department of the Pacific. Recently it was necessary to select seven officers for duty in the Far East on short notice. Only one of the officers could be selected from the west coast without considerably violating the roster. There was no Government transportation available from the east coast to the west coast, and it was necessary to deal a pretty heavy blow to the mileage appropriation by ordering six officers by rail to the west coast in order to arrive in time to catch the transport.

So much for the roster. It is a guide but is only one of the determining factors in selecting an officer for assignment. An officer may be too old for the duty under consideration. He may be performing duty from which he cannot be spared immediately. His position on the lineal list may be such that it would preclude him from consideration. In time of peace, the family has to be considered. Family becomes a factor in the selection sometimes because there are no accommodations for large families at the station, generally because of the expense involved in the move, or lack of Government transportation. For ready reference the data on each officer's family as reported by him in accordance with Marine Corps Order No. 8, Series 1924, is filed in the Personnel Office. Again, the fact that an officer has or has not attended service schools may be the determining factor in his detail. Certainly, if an officer is being selected as an instructor in one of the Marine Corps schools, it would be desirable for him to be a graduate. The officer's basic education must be considered at times. If the Marine Corps Institute requires a superintendent for the industrial school an officer with a technical education would be selected. Here again the officer in the field will discover the use to which some of the information he has submitted about himself is put. The basic and service educational qualifications of all officers are compiled in a book for easy reference. To continue, the length of time an officer has served at a post is important; all things being equal, if he has been there less than two years he should not be moved; if he has been there four years he ought to be moved. In every case the officer's military record is a guide. Positions of trust require officers who have habitually accepted

responsibilities and discharged them creditably. Fitness reports over a considerable period of time will usually disclose the officer's capabilities. But a fitness report does not always reflect the officer's true worth. There is an intangible factor which may add or detract from the quality of his official record. It is his service reputation. This service reputation is not gained in a day and with younger officers who are unknown at Headquarters the fitness report must be the guide, however deceptive it may be.

Bound up with the record and the educational qualifications is the question of whether he is professionally qualified for the assignment. Every officer is qualified for some line of endeavor. The Marine Examining Board which promotes him states he is qualified to perform the duties of the next higher grade. This needs qualification. Distilled water is used in laboratories, purified water for drinking purposes, and any kind of water for water power. So with officers. Some assignments can be filled by any officer, some by half of the officers, and some by but a few. The aim again is to fit the round peg in the round hole.

Then, in the selection of an officer for assignment both tangible and intangible factors play a part. The register, the request file, the data on dependents and educational qualifications, the roster, and the officer's record are tangible. From them certain conclusions can be drawn. The officer's service reputation is intangible; it may not agree with his record, but nevertheless it is a factor increasing in importance with the age of the officer.

Having drawn a conclusion after a consideration of all the factors bearing on the case, the next step is to acquaint the officer with the decision. In some cases final orders are issued at once. When ordering officers to schools or to sea or foreign station, advance information is issued. Its purpose is to allow the officer ample time to arrange his personal affairs, to purchase uniforms and to request transportation for his dependents. Officers being ordered to schools and to sea receive advance information from three to six months before detachment. Officers being ordered to foreign duty usually receive such notice about six weeks prior to detachment.

Advance information is largely for the convenience of officers, but it also serves a purpose not originally intended. It is not an order but the expression of the intention of the Commandant. Its receipt often becomes a signal for a concerted drive to modify the intention. The methods are both direct and indirect. The direct method usually takes the form of a request for delay or for orders to other duty. The indirect method includes personal letters and the intercession of the commanding officer and others. An officer is more apt to become indispensable just prior to detachment than at any other time. Sometimes the conviction is reached that advance information is merely a feeler, just a raising of the hat over the parapet to see if anyone will shoot at it.

In the absence of any valid reasons for revoking advance information to foreign duty, steps must be taken to procure transportation for the officer and his dependents. He may be ordered *via* Army or Navy transport or commercial steamer. In the case of commercial or Army transportation the

Personnel Section requests the Quartermaster to obtain it. With Naval transportation the Personnel Section deals directly with the Bureau of Navigation. The requests for transportation are made at least thirty days before sailing, but no definite assurance that space will be available can be given until about twenty days before sailing.

When allotments of space have been made on Army and Navy transports the authorizations are turned over to the Personnel Section for delivery. As a copy of the authorization goes to the ship, even though the original may go astray, the space is reserved. This transportation authorization seems to puzzle dependents traveling alone. Not so long ago, the wife of an officer serving at a West Indian station received the authorization for transportation for herself and family in ample time before the date of sailing of the transport, but the transport sailed from Hampton Roads without her. The Bureau of Navigation presumed she had changed her mind about joining her husband, until they received a letter stating that she was still waiting for a ticket. So it goes; six weeks additional separation from her husband and four spaces unused because she didn't read.

Many requests from persons not entitled to transportation are received. Also, officers returning from expensive leaves in the United States request return transportation. After all officers under orders and their dependents are accommodated, these requests are considered, and to the Bureau of Navigation goes the unenviable assignment of determining in what order the transportation shall be granted to such persons if it becomes available. Who shall say whether the mother-in-law of a second lieutenant or the sister of a first lieutenant shall be given preference? If the Bureau of Navigation can fill all the spaces with persons under orders this embarrassment is averted and the transportation officer breathes a sigh of relief.

The return trip of the transport from West Indian stations does not present such a problem. Whether due to the ill-repute of the transport accommodations or the lure of New York, a great many officers ordered home by Naval transport request permission to return *via* the Panama or Dutch Line boats. This is a personal matter with the officer and the Marine Corps has never offered any objection.

The problem with transports is to fit the family to the space. The Army considers each child, regardless of age, as occupying a space. If the Army allots eight first-class cabin spaces to the Marine Corps on the trip from San Francisco to the Far East and it is necessary to send seven officers, it does not require much computation to prove that, if no families are to be broken up, only one of the officers can be married. This was the situation presented recently. A captain, three first and three second lieutenants were required. According rank all its privileges, a married captain without children was selected. The lieutenants were supposedly bachelors. All went well until orders were issued and one of the second lieutenants produced a wife. He could have been removed from the detail, but the War Department was appealed to and listened to the extent of digging up another space.

Tolstoi in "*War and Peace*" devotes three pages to chronicling the events

of time between the disappearance of the flames of a lighted fuse into a bomb and the explosion—perhaps a tenth of a second. From the time a vacancy occurs, or is in prospect, until the officer selected to fill it receives the usual rhyme about “You are hereby detached . . .”, and “The travel herein enjoined . . .”, is measured in days. The part played by the Personnel Section has already been fully chronicled to the extent of several pages. With the issuance of orders the burden of execution is shifted to the officer. The intention, possibly already announced, has been confirmed by orders, but even orders are not always convincing. Excellent personal reasons can be given for requesting a change, but it is always well to remember what Kitchener said about such reasons, and “go and do it anyway.” And Kitchener’s ideas were not original; no better exposition of the proper attitude toward authority has ever been expressed than the statement of the Roman centurion recorded in the seventh chapter of St. Luke:

“For I also am a man set under authority, having under me soldiers, and I say unto one, *go*, and he goeth, and to another, *come*, and he cometh, and to my servant, *do this*, and he *doeth* it.”

He implied that he accorded to his superiors the same recognition of authority he expected from his soldiers.

The Personnel Section is “set under authority.” It is directly responsible to the Commandant. To be efficient, it must reflect his ideas in the execution of routine details, it must properly present for his consideration matters of importance, and it must be loyal. What applies to the Personnel Section applies to every officer. In the measure that officers and men recognize authority and loyally support it, in that measure is the Marine Corps, as a whole, efficient.



## NAVAL COMMUNICATIONS

BY CAPTAIN RIDLEY McLEAN, U.S.N.

**I**T IS said that before any projected increase in traffic facilities in the City of New York can be completed, these additional facilities will be discounted, and by the time they are placed in actual operation, congestion will reign as before. In casting a hurried glance over the development of Naval Communications during the past twenty-five years, we cannot fail to be impressed with a similarity to the New York transportation problem. The Communication requirements of the Navy have increased from year to year, discounting not only improvements in the installations actually projected, but even discounting yet unperfected products of the phenomenal developments of science which have characterized that period. At the present time, notwithstanding the modernization of much apparatus during recent years, we find that demands upon Naval Communications both in the amount of traffic handled, as well as for increase in accuracy, reliability and distance, are more exacting and more insistent than ever before.

A glimpse into the past is necessary to trace the growth of this most recently perfected pillar upon which the very structure of Naval Operations now rests. Prior to the Civil War when ships cast off their moorings and stood out to sea, the Captain of a ship or the Flag Officer of a Squadron was largely his own master, operating in conformity with orders of a very general nature which he had received prior to sailing. He was at once thrown upon his own initiative and his own resources. Cruises of months and even years' duration were characterized by no orders from superior authority with the possible exception of an occasional letter received by belated mail. Communication between ships was limited to those in close company and was effected by simple flag signals and the veteran "wig-wag."

Just before the outbreak of the Civil War came a development of science known as the submarine cable, which, as years passed, proved the entering wedge which "Communications" was destined to exert upon the conduct of Naval warfare. Though unaccompanied by other developments, the invention of the cable rendered it possible for the Navy Department to maintain contact with ships in remote regions and to transmit orders and receive information and reports from them. By its means, the Department was assured of prompt information as to conditions and occurrences on foreign stations, and our ships could be kept apprised of the policies of our Government and the will of the Commander-in-Chief. The world-wide extension of the cable systems of the world had, by 1898, left its definite imprint upon the exercise of Naval command, and ships on foreign stations in the 80's and 90's operated under more or less definite orders of the Navy Department. At this period, inter-ship communication during daylight remained as before,

but communication between ships in company at night was now facilitated by the electric "Ardois" lights operated from a typewriter keyboard.

Dewey's presence at Hong Kong, in April, 1898, was not accidental; it was in execution of direct orders of his Government. As long as he was permitted to enjoy the hospitality of the harbor of Hong Kong, he was in direct communication with Washington and acted under the immediate orders of the Department. When he withdrew to Mirs Bay, this communication was maintained by means of a despatch vessel to Hong Kong. His report of the Battle of Manila Bay was sent by despatch boat from Manila to Hong Kong and reached the Department seven days after his victory, his cutting of the cable at Manila having severed all facilities for quick communication with the outside world. In 1900, Admiral Kempff off Taku Bar, sent to the Navy Department daily reports concerning the Boxer Uprising transmitting his cable messages to the cable head at Chefoo, 150 miles distant by despatch vessel.

As recent as those days seem, the cable systems of the world had not then been perfected so long that the cable had ceased to be regarded as a modern invention by the Flag Officers of that day. It is quite possible that when engaged in distant operations, these self-reliant products of the old sailing era may have sometimes regarded cables as akin to apron-strings, which bound them hand and foot, deprived them of their freedom of action, and robbed them of that glorious feeling of independence which they had seen their predecessors enjoy when they themselves were midshipmen. But even though they may have entertained these sentiments toward the cable which connected them to the Department, they could not have been unmindful of the benefit the cable afforded them in facilitating the exercise of their own control and providing them with prompt information as to conditions within the limits of their own command upon which to base their plans and orders.

The first Atlantic cable was laid in 1858, only forty years before the Spanish War. This period is not wholly incommensurate with the twenty-seven years which have elapsed since Marconi, in reporting the International Yacht Races off New York, introduced to the world that new application of science which was destined by far to surpass the cable in its ability to maintain communication with ships. If the cable had, in 1898, indelibly left its imprint upon Naval operations and upon the ability to exercise command in remote regions, the effect of our twenty-seven years of radio communication can only be described as "revolutionary." This revolutionary effect has been not merely in increasing our ability to communicate—this very ability to communicate over great distances has produced a revolution in Naval thought, in strategical conceptions, in methods of command, and finally in the size, composition and power of the Fleet which it is possible for one man to wield in the execution of his will. Whereas the cable was probably for many years regarded by Flag Officers as a necessary evil, radio has had a widely different effect; it has produced throughout the Service a fundamental change in professional thought; it has developed in each Flag Officer

a realization of his primary responsibility, that of training for war the complicated and powerful unit under his command, leaving to the Navy Department as representative of the Commander-in-Chief, the execution of its obvious function in the administration and command of the whole.

The exercise of command is merely the imposing of one's will upon others. Omitting the important feature of indoctrination of subordinates, the exercise of command is dependent upon the free flow of information in both directions between the Commander and his subordinates, and the ability of the Commander to keep his subordinates informed of his general plans. For these, the Commander is entirely dependent upon communications. In so far as command is exercised through indoctrination, the ability for free interchange of information between all subordinate units engaged in an operation, renders rapid communication similarly indispensable. It is, therefore, apparent that communication is the instrumentality which renders possible effective command of two or more units by one man. It follows that the limit over which command can be exercised is directly dependent upon the limitation of quick communications which are available to the Commander. In former days, this limit was "signal distance"; today command is exercised with the same facility over an entire ocean. It is by reason of the enormously increased distances over which command can be effectively exercised that Naval Communications has suddenly assumed such importance as fundamentally to affect strategy, tactics, command and the very conduct of Naval warfare. It is through communications that ships are joined together into Divisions, Divisions into Squadrons, Squadrons into Fleets, and the Fleet and the shore establishment into one grand unit, the Navy of the United States; and it is through Naval Communications that it is possible for the President, our Commander-in-Chief, to exercise command over that unit from the seat of National Government.

It is the function of the Naval Communication Service to bind together into a cohesive whole the thousands of units of which the Navy is composed. Its mission has been stated as "to provide reliable, quick and, when necessary, secret communication between the Navy Department and the Fleet, and between the various units of the Naval Establishment afloat and ashore."

The Naval Communication Service is one of the Divisions of the Office of the Chief of Naval Operations, under the immediate charge of the Director Naval Communications. Its functions pertain solely to operation; apparatus is provided by the material bureaus; personnel by Bureau of Navigation. Under this office falls the responsibility for the operation of every form of communication used in the Navy—telegraph, telephone, cable, radio, visual, sound, despatch mail, post, pigeons and couriers. The old days of operating without information and without orders have passed. There is now no corner of the earth so remote that rapid communication in time of peace between the Navy Department and the Fleet, is impossible.

The ability to communicate merely in time of peace is insufficient. The Navy is maintained for use in war, its peace functions are secondary. The Navy cannot depend upon using the various communication systems through-

out the world for handling its despatches in time of war. Such use of communication facilities in foreign countries, even if possible, would constitute a breach of neutrality; within domestic limits the lack of Naval control would render dependence on commercial communication systems too precarious for the conduct of war. Communications has become a feature of war operations equal in importance to Gunnery and Engineering. The necessity for its complete control by the Navy in Naval Warfare is manifest. It is, therefore, necessary for the Navy not only to provide means for handling communications within the Fleet itself, but it must also provide, entirely under its own control, means for transmitting and receiving messages to and from the Fleet and between any two units in the shore establishment. By this means alone, can the various units of the Navy be reliably bound together into one grand unit for war operations.

Experience has demonstrated the necessity for Government control of the nation's communications in war or national emergency. This is recognized by every license issued and by every radio law enacted. During the last war this was effected through military censorship and control of wire systems, and by closing or taking over and operating commercial or private radio stations. Owing to the expansion of radio activities, this step would probably be even more requisite in the next war than in the last. The requirements of the Navy in war are such as automatically to place upon the Navy Department responsibility for taking over, controlling and utilizing to the benefit of the nation, those radio stations which are adapted to maritime use. In doing this, it must handle and control all maritime traffic of the nation, whether Naval or commercial. It seems desirable to point out that this taking over of commercial stations in time of war would in no wise completely fill the requirements of a Naval Communication System, set forth in the foregoing paragraphs. They are taken over together with their traffic, some of which can be silenced, but much of which, in the interests of the nation, must continue. The stations thus taken over are not adapted to the requirements of the Navy net-work, and they are not available for exercise with the Fleet during peace. They and the traffic taken over with them are, therefore, an added responsibility. When the Government assumes radio control, they can only be effectively employed by merging them into the general Naval Communication System which has been developed for Fleet use in times of peace, thus supplementing existing Naval facilities and providing additional means for handling the enormously increased communication requirements, both Naval and commercial, the responsibility for all of which will at that time devolve upon the Navy.

In the above remarks, I have endeavored to point out:

(1) That it is through the ability to communicate from one ship to another that the exercise of command over two or more separate units is rendered possible.

(2) That the advent of radio so extended the area over which the exercise of command by one man is possible, as practically to change the fundamentals of strategy and command with regard to time.



(3) That the effect of this has been to change the Navy from a system of semi-independent units scattered over the seven seas all coöperating toward the same end, to a single coherent unit bound together and directly executing the will of the Commander-in-Chief.

(4) That facility of communication in time of war is co-equal in military importance with Gunnery or Engineering, and finally

(5) That it is consequently essential to success in war operations that Naval Communications be developed, controlled and operated by the Navy for Naval purposes.

So far-reaching have been the effects of the development of radio, and so fully is it adapted to the requirements of forces afloat, that not infrequently, even at the present time, the terms "radio" and "communications" are confused or used synonymously. So common is this error that it seems desirable to emphasize the fact that radio bears the same relation to communications as steam or electricity does to transportation. Radio is but one of numerous means of communication used in the Naval Communication Service. So diversified are the communication requirements of a Navy at war that every known means of communications is essential; each has its own allotted mission and still other means of communication not yet developed are the subject of constant research in the effort to provide for requirements which cannot be satisfactorily met at present.

To appreciate the accuracy of this statement, it would assist the reader to visualize the communication requirements of the Navy at war. The Headquarters of our Commander-in-Chief is at the seat of the National Government. Here policies are defined, information collected, and orders issued. It is the will of the Commander-in-Chief which the Naval Forces of the Government execute in time of war. What are these forces and what their disposition? To the casual individual the picture is that of the Navy Department on the one hand, communicating over a single radio circuit with the Flagship of an assemblage of battleships. Actually, the forces afloat will consist of hundreds of combatant vessels—battleships, cruisers, destroyers, aircraft carriers, submarines—many of which may be assembled as a Fleet at some remote portion of the earth's surface, but many others of which may be disposed singly or in groups in other places far or near. But this is merely one phase of the picture. As a part of the Fleet, but not in company with the Fleet Commander, will be hundreds of non-combatant vessels essential to the maintenance and operation of the combatant vessels; each of these is assigned to its respective Force, Squadron, Division or other unit, and each is as definitely a part of the whole and as definite a unit in the Communication System as is the Flagship of the Fleet Commander itself. And again, either in company with the assembled Fleet or awaiting the instant orders of the Commander-in-Chief to embark will be the Army or Marine Expeditionary Forces. On shore are the Navy Yards and Operating Bases busily engaged in preparing material for the maintenance and upkeep of the forces afloat in compliance with orders received over the Communication System. Along our coast line are small patrol vessels by the hundred

patrolling our coast, our harbors, and our harbor entrance nets, each one of these vessels being attached to an organized unit in the Naval command. Meteorologists will be preparing weather reports for transmission, hydrographers preparing reports of the innumerable changes in navigational aids and compass stations furnishing bearings. The operation of commercial radio stations by the Navy adds to the picture by imposing responsibility for handling all communications for vessels of the Merchant Marine. Each of these in effect thus becomes just as definitely a unit in the Naval Communication System as our Naval vessels themselves, and each of them requires, in addition, special provisions for secret communication. Superpose upon this picture the augmentation of traffic incident to war, enemy information reports, raider alarms and reports of submarine attacks, and remember that organization requires that each of these hundreds of ships be divided into subordinate units, each with its own commander, and these Divisions into Squadrons, and these Squadrons into Forces, and that each unit has legitimate reasons for constant communication with superiors, with subordinates, and with units in other forces, and we have some conception of the problem of Naval Communications in war.

How is the problem solved? Manifestly only by the use of every form of communication known to science.

*Radio.*—The shore system must provide means by which any vessel, even the smallest patrol boat equipped with radio, can communicate with the District Commandant, with the Department, or with any other unit in the Navy. This is accomplished:

(1) By a system of small coastal stations approximately every 200 miles along our coasts. Through this chain of stations any vessel along our coast with the radio distance of 100 miles can communicate with shore. These coastal stations are so equipped that, aside from their commercial land wires, they are in radio communication with the Headquarters of the District Commandant.

(2) By a system of stations one at the Headquarters of each Naval District which can communicate with each coastal station in the District and with the Headquarters of adjoining Naval Districts, and frequently directly with sea-going vessels off the coast.

(3) By a net-work of high-powered stations capable of relaying messages to the utmost probable theatre of operations of the Fleet.

By means of this system of radio stations a message from however small a ship can be relayed to any ship or any shore unit however remote, the message from ship to coastal station being relayed to District Center, then to a high-powered station, whence it is transmitted to any part of the globe. As an indication of the possible traffic demands which would be made upon the Naval Communication System in war, it may be stated that the average traffic handled by the shore system alone during the past two years has been in excess of 84,000,000 words per year. This includes traffic handled for other Government Departments at the disposal of which, as a measure of economy, the Navy places its facilities.

In addition to the shore traffic system, the Navy maintains along the coasts a series of more than fifty radio compass stations which it would be essential to have in operation on the outbreak of war, but which during peace are used as aids to navigation by commercial as well as Naval vessels. During the past year, in round numbers, a total of 138,000 bearings were furnished to vessels; 127,000 being furnished to 29,000 merchant vessels who requested this service.

It should be clearly understood that the Naval Radio System outlined above, includes Marine Corps Activities and stations operated by the personnel of the Marine Corps in all respects as an integral part of the Naval Communication System. For example, the stations at Quantico, Port-au-Prince, Haiti, Peking, China, Parris Island (and until recently Managua) are operated exclusively by Marine personnel. Aside from this, the necessity for communications in any military operations of the Marine Corps presents numerous special problems which require harmonizing with the Army and Fleet net-work, and with Aviation Communications of both services. Details pertaining to the Marine "Command Net," Marine communications in the field during annual manœuvres on shore and communications between Marine landing forces and the Fleet, must all be systematically conceived and carried out in close liaison with other services; apparatus must be designed to meet these specific requirements, and Marine personnel must be trained to operate them. An officer at Headquarters, U. S. Marine Corps, is in general charge of these activities acting in intimate coöperation with the Director of Naval Communications. One or more officers of the Marine Corps are kept under instruction in the Naval Communication Office at the Navy Department along with officers of the Navy, and the policy has recently been adopted of assigning one Marine officer annually to the Post-graduate Course in Communication Engineering. By these measures, certain officers of the Marine Corps are thoroughly indoctrinated and trained in all features of Naval Communications and are available to assume charge of the Naval Radio stations mentioned above, as well as of the extensive Marine Corps communication activities and conduct them in entire harmony with other activities of the Naval Communication Service.

Limitation of space prevents any detailed description of the radio communication requirements in the Fleet. Suffice it to say that every one of the several hundred ships must be so fitted that she can simultaneously maintain communication with her immediate superior, with her immediate subordinates, and with shore, and is equipped with additional receivers for listening in on the frequencies assigned to other groups. The Fleet frequency plan provides for Commanders holding direct two-way communication with each of the units under their command, including aircraft and submarines. Owing to the difficulties incident to radio congestion caused by several hundred vessels assembled in a limited geographic area, the accuracy of calibration and the purity of note necessary to permit successful simultaneous operation on the approximately one hundred radio channels assigned to the Fleet in war, are manifest.

In a manner exactly similar to the frequency plan of the Fleet is communication provided for Marine Expeditionary Forces operating on shore. By systematic allocation of frequencies outside of the Fleet band the Marine Force Headquarters is connected by its Command Net to the Headquarters of each subordinate unit of the Force. The apparatus supplied will permit each of the two Division Headquarters, Headquarters of the Force Air Service and the Headquarters of a Marine independent unit which is coöperating with the Fleet, to receive the transmissions sent by the Fleet Commander to Force Headquarters. The rare occasion for communication between the Fleet and Marine Units subordinate to those mentioned above, must be provided for by relay through one of these Headquarters.

The above picture covers radio alone, but in an assembled Fleet, other methods of communication are almost equal in importance to radio. Messages received for transmission in the Communication Office of a ship are routed by the Communication personnel as conditions require; when vessels addressed are in close proximity, visual signals relieve the radio; when radio is silenced as in war operations in proximity to the enemy, visual or sound is used as an alternative. Pigeons furnish communication from airplanes to Naval Air Stations on shore. Each Naval unit has a Post Office which, operated under the Post Office Department, extends to that unit the convenience of postal service even in the case of vessels operating in remote regions, while the familiar "Guard Boat" provides physical communication between ships anchored in company.

In the above sketch I have endeavored to portray communications in its function as a military necessity for modern warfare and to give an idea, however incomplete, of the requirements it is called upon to meet. It is a fact that the Naval Communication System handles an amount of traffic which, if charged at commercial rates, would go far toward covering its cost of maintenance. But from what has been said, it is obvious that even if this indirect return did not exist, its maintenance in peace would be as essential as is the maintenance of the Navy itself, and the cost would have to be considered in all respects in the same category as money expended for target practice, for manœuvres, or for maintenance of ships. Communication is the least expensive major activity of the Navy, and it is unique in saving the Government a large part of its cost of maintenance. It cannot be considered merely as a convenience; it is an essential instrumentality in Naval operations. Communications alone render possible modern manœuvres involving several hundred ships. The difference between a prompt or a delayed contact report, a correct or an incorrect recognition signal, a garbled or an ungarbled message in war, may be the difference between victory and disaster. Extensive peace-time manœuvres at times have had their value nullified by faulty communications, due entirely to lack of suitable equipment. In the conception of such manœuvres efficient communications are pre-supposed. Communication apparatus which falls short of the basic requirements of these manœuvres will not only fall short of requirements in war, but to a large



extent will have nullified the value of these manœuvres in the war training of the Fleet.

The same applies to the training of communication personnel. Communication is an activity requiring all of the qualities which enter into military character—attention to duty, zeal, intelligence, knowledge and first and above all other qualities, accuracy. An inexperienced, inefficient, inattentive operator by failure to receive a call, by mutilation or loss of a single word, or by failure promptly to deliver a message after its receipt, may cause incalculable injury. Communication personnel, officers and men alike, have each a major mission in war operations; a grave responsibility rests upon them. A consciousness of this fact among our communication personnel is the best insurance that they will continue always to meet the high obligation which they realize is imposed upon them.

## CENTRAL AMERICA AND THE MARINE CORPS

By MAJOR E. W. STURDEVANT, U.S.M.C.

THE Marine Corps in the past has had little to do with Central America, with the exception of Nicaragua. Most officers, even those of long service, are unfamiliar with the other four republics, due largely to the fact that they are off the beaten track and never visited except in line of duty. The comparatively few officers who have served in the Special Service Squadron are, of course, well informed on this section of the earth—more so, in fact, than they would care to be. However, there are three reasons why the Marine Corps should know more about this region. Epitomized, they are as follows:

Comparative proximity to the United States.

Heavy American investments.

Disturbed political conditions.

When these three conditions are combined, sooner or later there is a job for us.

It should first be said that the Republic of Panama is not included here, for though geographically it belongs to Central America, the political considerations governing its birth and its continued existence are such as to separate it to all intents and purposes from the remainder of Central America.

Statistics are always dreary, but sometimes necessary. The following table contains only the really essential figures:

Country	Area Sq. Miles	Population	Pop. per Sq. Mi.
Costa Rica .....	23,000	498,435	21.1
Nicaragua .....	49,200	638,119	12.8
Honduras .....	46,332	673,408	13.9
El Salvador .....	7,225	1,550,000	214.5
Guatemala .....	48,290	2,119,165	42.0
Total .....	174,047	5,479,127	

It will be observed from this table that the population of Central America as a whole, five and a half millions, forms quite a respectable total, and if concentrated in one country, would exceed the population of many of the nations of South America. Unfortunately, Central America is divided into five independent republics, differing widely in national characteristics, and economic and social conditions, as well as in area and population.

The table shows that in area, Nicaragua is the largest, followed closely by Guatemala and Honduras, but that in population, Guatemala is at the head. El Salvador, the smallest in area, is next to Guatemala in population and has by far the greatest density of population, a fact which is reflected in its economic conditions.

Going north from Panama, the first country we strike is Costa Rica. It may be said at the outset that if all Latin-American countries governed themselves as well as Costa Rica, one of the reasons for the existence of the Marine Corps would cease. With the single exception of that unfortunate episode in its history, the Tinoco Administration, Costa Rica for the past generation has had a quiet, uneventful life. Its people are, as a rule, hard-working, small farmers, who give little encouragement to revolutionary leaders. The proportion of white blood is higher than that of any other Caribbean country, with the possible exception of Porto Rico. Most of the productive part of the country is situated at a considerable elevation above the sea level, so the climate is cool and healthful. A railroad runs from Puerto Limon on the Caribbean to San José, the capital, and from San José to Puntarenas on the Pacific. Thus the capital and high lands where the bulk of the population lives are accessible from both the Caribbean and the Pacific coast by rail.

American investments in Costa Rica, while not so extensive as in other Central American republics, are large and growing. An American fruit company owns plantations in the Caribbean coast country, and many Americans own coffee plantations in the interior.

North of Costa Rica lies Nicaragua, an old Marine Corps battleground. Many expeditions have operated in this country, and we kept a Legation Guard there from 1912 until August, 1925. Nicaragua, like all her Central American sisters, except El Salvador, has a seacoast on both the Caribbean Sea and the Pacific Ocean. It is strategically important because the principal alternate rout for an interoceanic canal lies entirely within its borders. The bulk of the population, as well as the principal seaport, Corinto, are in the western part of the country. The chief centres of population, Granada, Leon, and Managua, the capital, are accessible by rail from Corinto. Matagalpa is the centre of the coffee raising and mining district, which is situated at an elevation of 2000 to 3000 feet. Most of the plantations are owned by Americans. On the Caribbean, there are a few small ports with no rail communication to the interior. There are some American investments in this section, principally of fruit and lumber companies. However, the western part of the country has the largest share of American interests. Communication from the Caribbean to the capital is partly by water and partly overland by rail. A campaign with the occupation of Nicaragua as its purpose would begin with a landing at Corinto and advance up the railroad, as was done in 1912. It should be pointed out, however, that Leon, a centre of anti-American feeling, lies on the railway between Corinto and Managua.

The Nicaraguan population is almost entirely of Mestizo blood, that is, mixed Spanish and Indian, with a considerable dash of Negro, especially on the east coast. Managua, alone of Central American capitals, is situated at a low elevation above the sea level and in consequence has a typical tropical climate, hot and damp in the wet season, hot and dusty in the dry. Granada and Leon have similar weather.

Between 1913 and August, 1925, Nicaragua led in general a calm and

peaceful national existence, due, of course, to the presence of the Marine Legation Guard. Since the latter date, however, the long repressed revolutionary instincts of the country have had the opportunity—and taken advantage of it—to burst forth, and there is every reason to believe that in the future, Nicaraguans will continue to enjoy themselves as they did before 1913, in their favorite occupation of setting up and pulling down administrations as the spirit moves them.

There are two main routes from the Caribbean coast to the capital. The route from San Juan del Norte is by boat up the San Juan River and across Lake Nicaragua to Granada on the railway; the other, from Bluefields, is by boat up the Escondido River to Rama, thence by mule along a trail to Lake Nicaragua and across the lake by boat.

Another "tie that binds" the United States to Nicaragua is the lease of some Nicaraguan territory on the Gulf of Fonseca to the United States for a naval station. The lease runs for ninety-nine years.

Since the withdrawal of the Marine Detachment from Managua, the Nicaraguan Government has formed a constabulary, under the command of an American who was formerly an officer in the Philippine constabulary. This organization "got away to a bad start" since in the near-revolution led by Emiliano Chamorro, it was unable to prevent the accomplishment of that individual's coup d'état.

Honduras lies directly north of Nicaragua. The condition of Honduras is a real tragedy and there is little or no prospect of improvement. The Government is usually on the verge of bankruptcy. School teachers and other public employees often go for months without pay. Undesirable characters expelled by the none too Puritanical governments of other Central American States, are allowed to take refuge in Honduras. Selfish and unscrupulous adventurers frequently hold power and enrich themselves from the revenues of the State, poverty-stricken though it is. Revolutionists of no higher calibre, with the sole aim of grabbing the plunder for themselves, raise so-called armies, holding out to their recruits the prospect of loot. Revolutions are extraordinarily bloody and destructive. Thousands of dead and millions of dollars' of property destroyed are heavy losses for a poor and thinly inhabited country like Honduras. One of the worst features of the constant disturbances has been the creation of a revolution-loving proletariat, who enrich themselves by plunder and rapine and on the return of peace return unpunished to their homes.

The responsibility for these evils does not lie entirely on the Honduranian, but partly on geography and economic conditions. A glance at the map shows that Honduras has two coasts, the most important being the "North Coast" on the Caribbean. There is only a narrow Pacific frontage, a small section bordering on the Gulf of Fonseca. Amapala, on Tigre Island, is the principal, really the only Pacific port of Honduras. As it is on an island, passengers and freight have to be transshipped to lighters or small boats which are taken by a tortuous and shallow waterway to the village of San Lorenzo on the mainland. From here an automobile road, about seventy



miles long and kept in very indifferent repair, leads over the mountains to the capital, Tegucigalpa. The road reaches an elevation of nearly five thousand feet. There are many bridges, cuts and fills, and the road frequently follows the edge of precipitous declivities. It therefore could be very easily defended.

Tegucigalpa, itself, is a very old-fashioned Spanish-American town situated in a narrow valley and surrounded by mountains, on which are situated four fortifications provided with more or less obsolete cannon. Due to its elevation, its climate is cool and pleasant. It has almost no commercial importance, aside from being the capital. The region between it and the Pacific is arid and nearly worthless. The route to Tegucigalpa described above is used exclusively for freight coming from outside Honduras and for the most part by travelers. There is, however, a route from Tegucigalpa to the North Coast *via* San Pedro Sula. From the capital to the railhead of the National Railway, it is just possible in the dry season with luck to make the trip in a Ford, though it is necessary to ferry over Lake Yojoa. In the wet season mules are essential. There is one large American investment in this region, the Rosario Mining Company, whose mines are situated about forty miles from the capital.

In this rapid survey of Honduras, we can now skip from Tegucigalpa to the North Coast country, including in that section San Pedro Sula. The country lying between has a limited importance for agricultural and stock-raising purposes.

The town of San Pedro Sula lying inland about forty miles from Puerto Cortez and connected by rail with that port is the principal entre-pot for commerce in the inland country of northwestern Honduras. Most of its leading merchants are foreigners. Due to its wealth and its proximity to the Guatemalan frontier, it is usually the first objective of revolutionists.

The North Coast proper, or the only parts of it of any importance and the territory lying immediately inland may be divided into four sections, dominated commercially by various American fruit companies. Beginning on the west, the country extending from the Guatemalan border to the mouth of the Ulua River and including the important seaport of Puerto Cortez is controlled by the Cuyamel Fruit Company. Their headquarters is at Puerto Cortez. This company operates the National Railway, running from Puerto Cortez to San Pedro Sula and some distance beyond. The road is owned by the Government of Honduras, but through some involved financial transactions, its operation was turned over to the fruit company. They also run and own the Omoa Railroad and several subsidiary lines. Puerto Cortez is the point of entry for travelers who wish to go to Tegucigalpa from the Atlantic side.

Bordering the Cuyamel territory on the east, lies a section controlled by the United Fruit Company, with headquarters at Tela. Some miles east of Tela, the Standard Fruit Company country begins. Its headquarters are at La Ceiba, formerly the most important town on the North Coast. During the revolutionary disturbances in February, 1924, most of its business section

was burned to the ground. Some distance to the east of La Ceiba, the United Fruit Company territory begins again, their headquarters for this section being at Puerto Castilla, a new town built by the company, across a bay from the very old city of Trujillo.

East of the Puerto Castilla section and reaching to the Nicaraguan frontier lies a large amount of territory, almost all of which is thinly inhabited and nearly worthless and some is unexplored.

Bananas are the principal crop of all the fruit companies. In most instances they own the plantations, though there are some native-owned plantations which sell their bananas to the companies. Each company headquarters has a net-work of railway lines extending inland to its plantations. It should be pointed out, however, that the railways on the North Coast, with the exception of the National Railway, have very little strategical importance. They were built solely with the idea of getting bananas to the shipping points. Several different gauges are in use.

It is difficult to realize the completeness of the domination of the North Coast by Americans and foreigners. All the railways are owned or controlled by the fruit companies. Almost all the principal hotels and shops are owned by Americans or foreigners. All or nearly all the better paid employees are Americans. In one port most of the laborers are foreigners, West Indian darkies. A large part of the population obtains its food by purchase from the company commissaries.

The cultivation of bananas has been developed to such a degree that in some sections other forms of agriculture have almost ceased, and food is imported in large quantities from the United States. The fruit companies state, which is a fact, that they pay higher wages than are paid anywhere else in the country. However, this is largely neutralized by the higher cost of living and by the fact that a large part of the wage money returns to the companies through their commissaries.

The Honduranian on the North Coast naturally asks himself, "This is my country, but what do I get out of it?" The answer is that the only things he receives (other than laborers' jobs with the fruit companies) are political positions, including military offices, which are also political in Honduras. This unwholesome economic situation on the North Coast, of course, has its reaction on political conditions in the country as a whole. A very large proportion of the national revenue of Honduras comes from export and import taxes, and the great bulk of exports and imports is made through the North Coast. The collecting points for these large sums are the custom houses in the four fruit company ports mentioned above.

A good idea may be obtained of the political results of the economic conditions described above by outlining the progress of a typical revolution. First, a band of "emigrados" meet in a Guatemalan town near the frontier, perhaps Puerto Barrios. They raise money in various ways and collect rifles and ammunition. Here it should be pointed out that Central American countries do not enforce neutrality laws in the punctilious manner considered proper in the United States and Europe. This is sometimes due to lack of

desire, but often to lack of ability, since frontiers are long, population sparse, and Governments have not the means to support efficient frontier guards.

The revolutionary forces once organized, they cross the border, raise additional troops (frequently armed only with machetes) and as a usual thing march towards San Pedro Sula. If they can seize that town, forced loans from the merchants are obtained, and they are not too scrupulous about the kinds of pressure applied. With the additional funds they raise more troops, obtain additional arms and ammunition, or pay their existing forces if necessary. A certain amount of looting occurs as a rule. The Honduran soldier is sometimes paid, but almost never fed; he is expected to ration himself out of his pay. The next step is often to go down the railway to Puerto Cortez. This town once in their hands, they have one of the principal custom houses in their possession, and therefore are well supplied with the sinews of war. Puerto Cortez, however, is frequently a hard nut to crack, due to its geographical situation, between a bay and an impassable swamp. Sometimes, therefore, they cross the Chamelecon and Ulua Rivers, seize the rolling stock of the United Fruit Company railways and make a dash for Tela. From Tela, Ceiba and Trujillo and Puerto Castilla can be reached.

If there are no American naval vessels near, "requests" for loans from the fruit company managers would be made, with fair prospects of success. Our government, however, usually sees that one or more of the ships of the Special Service Squadron is on hand. Sometimes the military leaders try to get there first, something they have not yet succeeded in doing. One general, however, in 1924, had the effrontery to demand under threat of burning the town, a large sum of money from a fruit company manager, although the *Denver*, with the Squadron Commander aboard, lay in the harbor. He added point to his threat by cutting the water supply. Shortly after, this gentleman and his troops left town a few feet in advance of the bayonets of fifty Marines and bluejackets. With the North Coast custom houses in the power of the revolutionists, no government at Tegucigalpa can long survive. Sometimes, of course, attempts are made at Tegucigalpa, usually from the Nicaraguan border. The capital, however, surrounded as it is by mountains, has a naturally strong position. In April, 1924, it stood a siege of one month.

Frequently there is no "de-jure" government in Honduras and very often it is difficult to determine the "de-factor" government. It is therefore inevitable that the relations of Honduras and the United States should be frequently embroiled.

Guatemala lies to the northwest of Honduras and Salvador to the southwest. The latter country will be considered first.

El Salvador in area is the smallest of the Central American republics. Its population is, however, one of the largest. It has no Atlantic coast line. The dense population is largely made up of hard-working peasants who own their small farms, and have little interest in political agitation. Racially, the people are of the usual Spanish-Indian mixture, with very little negro blood.

European investments in El Salvador have been quite large in the past,

but American money has in recent years come to the country in increasing amounts. A large Government loan was obtained a few years ago in New York, secured by the customs. Representatives of the bank underwriting the loan supervise the customs collectors. The country, on the whole, is in very good condition.

The government of El Salvador is to a great degree an autocracy, but a reasonably efficient autocracy. The army, which has been trained by a European military mission, is probably the most efficient in Central America.

Access to the interior of El Salvador is either from the Pacific Coast, or by rail or road from Guatemala. Methods of approach from Honduras are by trail only. From La Union, a port of El Salvador on the Gulf of Fonseca, a railroad runs to San Salvador, the capital. Trains are slow and the trip consumes a large part of the day. The best approach to the capital is *via* La Libertad, a harborless port on the open Pacific. From here a good automobile road leads to San Salvador. A railroad runs to the capital from Guatemala, as well as a motor road, not passable in all seasons.

Guatemala has the largest population of any of the Central American republics, and is also in many respects the most interesting. Its capital, Guatemala City, the largest city of Central America, is always cool, due to its elevation—5000 feet. There are numerous coffee plantations in the highlands, many of them owned by Americans or Europeans. Economically, the country is in some respects rather backward. Peonage is still said to flourish in the rural districts. In some parts the population is composed of pure blood Indians, who still retain their primitive tribal organizations and are ruled by their own chiefs. The proportion of Indian blood is probably greater than in any other of the countries of Central America. The Indians are noted for their hand-woven textiles and the market of Guatemala City is one of the most interesting in the Western Hemisphere.

Guatemala has only a small frontage on the Caribbean squeezed in between British and (so-called) Spanish Honduras. Puerto Barrios is the principal port. This town and the adjoining region belong to the commercial empire of the United Fruit Company, whose banana plantations represent the chief industry. From Puerto Barrios, a railroad runs to Guatemala City.

On the Pacific side there are several small ports, the most important being San José de Guatemala. From here, a railroad runs to the capital. Besides those already mentioned, a line extends from the Mexican border to the border of Salvador, thus connecting Guatemala with the Mexican railroad system and through Mexico with that of the United States.

The Government of Guatemala is more or less autocratic, but is apparently well suited to the needs of the country. Order is maintained, and the country appears to be flourishing. It is improbable that there will be any occasion, in the near future at least, for our country to intervene in the affairs of Guatemala.

Having completed the consideration of Central America in detail, a few facts should be noted which apply to the region as a whole.



First, American investments are increasing throughout, though more rapidly in some sections than others.

Second, anti-American feeling exists in many places, though, of course, it is more noticeable in some countries than others. I should say it was greatest in Nicaragua and Honduras. It is partly due to pure racial dislike—the natural clash between Latin and Anglo-Saxon civilizations. It is also in some instances due to the age-long enmity between the Haves and Have Nots, Americans usually being in the former class and natives often in the latter.

Third, what many people in Central America consider the most ominous development, the Mexican brand of Bolshevism is beginning to creep south from the Mexican border. Where it has cropped up, it has usually been ruthlessly suppressed. Nevertheless, social and economic conditions are in many sections such as to render those areas, fertile fields for Communism or Agrarianism. Needless to say, Bolshevism also means anti-Americanism of a very intense kind.

The foregoing outline of conditions in Central America is, of necessity, brief and incomplete. The writer visited all the countries described two years ago and discussed conditions with native officials and Americans and other foreigners who had lived there for years and were thoroughly acquainted with local conditions. He has no reason to think that the situation as he observed it then has changed to any marked degree since.

## EX-MARINES NOW MEMBERS OF CONGRESS

BY MAJOR J. C. FEGAN, U.S.M.C.

**I**N LINE with our long-standing custom of interesting ourselves in the history and progress of former Marines who have reached high positions in the different walks of life, I have chosen to furnish a biography of those who have become members of our national legislature. There are in this present Congress five such gentlemen, namely:

The Honorable Stewart H. Appleby, of New Jersey.  
The Honorable William R. Coyle, of Pennsylvania.  
The Honorable Louis A. Frothingham, of Massachusetts.  
The Honorable Samuel J. Montgomery, of Oklahoma.  
The Honorable Ralph E. Updike, of Indiana.

*Stewart H. Appleby*, Republican, representing Congress from the Third Congressional District of New Jersey, enlisted in the Marine Corps as a private on May 17, 1917, at the Navy Yard, New York, having been transferred from the Marine Corps Reserve. He was assigned to duty at the Naval Radio Station at New Brunswick, New Jersey, and later at the Marine Barracks, Navy Yard, New York. Shortly after his enlistment he was promoted to corporal and within six months was appointed quartermaster sergeant. He was discharged on May 16, 1921, and is now a member of the American Legion. Mr. Appleby is a member of the House Committee on Labor, the Committee on Pensions, and the Committee on Claims. He was born in Asbury Park, N. J., on May 17, 1890, the eldest son of Theodore Frank and Alice Hoffman Appleby. He received his early education in the public schools of Asbury Park, N. J., at Blair Academy, and at Mercersburg Academy, from which he was graduated with the class of 1909. He then entered Rutgers University and graduated with the class of 1913. In 1911, he associated himself with his father in the latter's real estate and insurance business; five years later when that business was incorporated he was made vice-president, which office he continues to fill at the present time. He is secretary and treasurer of the Shark River Improvement Company; ex-president and founder of the Avon Land Company; president of the Mattison Realty Company; secretary of the Reliance Realty Company, and half owner of both the Bradley Realty and the Stewart Realty Companies. Mr. Appleby is a member of the Asbury Park Chamber of Commerce, Chi Phi Fraternity, Rutgers College, Kiwanis Club, Republican Club, and the Inlet Tennis Club. In religion he is an Episcopalian. He was married on June 17, 1924, to Marguerite E. Kohlhepp and they have one child, Kathryn Alice. He was

commissioned a captain in the Volunteer Marine Corps Reserve on November 24, 1925. His home address while in Washington is: The Roosevelt.

*William R. Coyle*, Republican, representing Congress from the Thirtieth Congressional District of Pennsylvania, was commissioned in the Marine Corps in 1900, serving at Headquarters, Washington, D. C., the Marine Barracks, Norfolk, Va.; Annapolis, Md.; Philadelphia, Pa., and on board the U.S.S. *Prairie*, the U.S.S. *Charleston*, and the U.S.S. *Tennessee*.<sup>\*</sup> He was enrolled as a captain in the Fleet Marine Corps Reserve on May 15, 1918, and served on special board duty at Parris Island, S. C., and Quantico, Virginia. On September 27, 1918, he was appointed a major, and was discharged at Parris Island, S. C., on May 14, 1922. Mr. Coyle was born in Washington, D. C., in 1878. He attended the Georgetown grade schools and was graduated from the Western High School in 1895. In 1896, Mr. Coyle went to the Indian Territory with Mr. Fitch, of the United States Geological Survey, and served on survey work in West Virginia, Tennessee and New York. He later studied at the George Washington University in 1897 and 1898. In 1904, he was married at Bethlehem, Pa., to Miss Jane Weston Dodson, General Smedley D. Butler being one of the ushers at the wedding, and Mr. Coyle's brother, Major Randolph Coyle, U.S.M.C., being groomsmen. He has two children, Bill and Jane Weston. Mr. Coyle's great-grandfather's family came to the District of Columbia at the time the Federal Government was moved from Philadelphia to Washington, his great-grandfather being an assistant to one of the cabinet officers at that time. His grandfather for whom he is named, Admiral William Radford, U. S. Navy, went into Richmond after the fall of that city in the party of President Lincoln. In 1825, Mr. Coyle's grandfather, on his sixteenth birthday, sailed as a midshipman on the *Brandywine* on the voyage which took Lafayette back to France after his second visit to the United States. He is the son of Randolph Coyle, who was the assistant United States Attorney in charge of the prosecution of Charles Guiteau, who assassinated President Garfield. Mr. Coyle has been actively interested in the coal business for some years, and in 1922 was elected president of the American Wholesale Coal Association. He is a member of the House Committee on Naval Affairs, and his home address while in Washington is 3030 P. St., N. W.

*Louis A. Frothingham*, Republican, representing Congress from the Fourteenth Congressional district of Massachusetts, was commissioned a second lieutenant in the Marine Corps in 1898 and served in May and June of that year at Boston, Mass. From July to November, he served aboard the U.S.S. *Yankee* and was discharged on January 9, 1899. He was born in Jamaica Plain, Mass., on July 13, 1871, and received his elementary education in the public schools of that town and at Adams Academy. He graduated from Harvard College in 1893, and from Harvard Law School in 1896.

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<sup>\*</sup> He resigned August 14, 1906.

He was admitted to the Massachusetts bar in 1896 and elected to the Massachusetts House of Representatives, where he remained from 1901 to 1905, and was Speaker of the House from 1904 to 1905. He was Lieutenant Governor of Massachusetts from 1909 to 1911 and Alternate-at-Large to the Republican National Convention in 1916. He is a former lecturer of Harvard College and the author of "A Brief History of the Constitution and Government of Massachusetts." He was a colonel in the Thirteenth Regiment, Massachusetts State Guard, in 1917 and a major in the United States Army in 1918. Mr. Frothingham was a member of the commission to visit soldiers and sailors of Massachusetts in France in 1918; first vice commander Massachusetts Branch American Legion, 1919, and three times overseer Harvard University; trustee Blackstone Savings Bank; trustee Peter Bent Brigham Hospital and Women's Free Hospital. He was a member of the Sixty-seventh and Sixty-eighth Congresses. He is now a member of the House Committee on Military Affairs and his home address while in Washington is 2139 R. St., N. W.

*Samuel J. Montgomery*, Republican, representing Congress from the First Congressional District of Oklahoma, enlisted in the Marine Corps on July 18, 1917, at Parris Island, S. C., and was discharged at Quantico, Va., on May 19, 1919, and was a member of the Sixth Regiment, U.S.M.C., Second Division, A.E.F., during the World War. As a gunnery sergeant he was awarded a Second Division citation, the American Expeditionary Forces citation and the French Croix de Guerre for bravery in action on October 3, 1918, when he volunteered to make a reconnaissance which he carried out under perilous conditions. Following the World War he practiced law in the city of Bartlesville, Okla. Mr. Montgomery is a member of the House Committee on Indian Affairs, the House Committee on Expenditures in the Treasury Department and the House Committee on World War Veterans' Legislation. This is the first public office he has ever held and he has never been a candidate for office or for nomination on any ticket. He was commissioned a captain in the Volunteer Marine Corps Reserve on February 3, 1926. His home address while in Washington is The Woodley.

*Ralph E. Updike*, Republican, representing Congress from the Seventh Congressional District of Indiana, enlisted in the Marine Corps on February 2, 1916, and was discharged on January 17, 1919. During the World War he served oversea with the Seventy-fourth Company, Sixth Regiment, Second Division, United States Marines. He saw action in the Toulon Sector from March to May, 1918; in the Aisne defensive from May to June, and in the Chateau Thierry (Belleau Wood) from June 6 to June 9, 1918. He was wounded in action on the latter date and also gassed. He was transferred to the United States and discharged on April 5, 1919, as a result of his wounds, with highly creditable service. Mr. Updike was born at Brookville, Indiana,



on May 27, 1894, the son of Harvey L. and Celia Updike. He received his early education in the Brookville public and high schools and later attended Dodds Army and Navy Academy at Washington, D. C. He graduated at the University of Indianapolis with a degree of LL.B., and practiced law in that city for six years, specializing in criminal law. On November 28, 1918, he was married to Miss Charlotte Davis, of Indianapolis, and they have two sons, Ralph Eugene, Jr., and Arthur Thomas. He is a member of the Christian Church; Masonic Fraternity, Sahara Grotto, and a member of the Sigma Delta Kappa National Legal Fraternity. He was commissioned a captain in the Marine Corps Reserve on February 1, 1926. Mr. Updike is a member of the House Committee on Naval Affairs, and his home address while in Washington is 3000 Connecticut Ave., N. W.

## THE EAST COAST SEA SCHOOL

BY CAPTAIN LEMUEL C. SHEPHERD, JR., U.S.M.C.

**A**N ARTICLE in September's GAZETTE by the Commanding Officer of the Marine Barracks, Navy Yard, Norfolk, Virginia, described in general the duties of Marines at sea and the necessity of selecting only the best type of men for service with the Navy. As Commanding Officer of the East Coast Sea School, I should like to tell in detail what is taught a recruit during his instruction period and how he is finally selected for sea.

The authorized course allowed by Marine Corps Headquarters is three weeks. This period would be sufficient provided a man was under instruction the entire time. However, when Saturday afternoons and Sundays, holidays, time for athletic tests, ceremonies, and other post activities are taken out the actual school hours are materially reduced. It is, therefore, the policy of the Sea School to hold a man four weeks if possible before giving him his final examination. This also permits a recruit to make up lectures lost while performing guard duty, mess cooking, and fatigue work.

Recruits arrive from Parris Island Thursday mornings at the rate of ten per week. Too great care cannot be taken in the selection of these sea-going Marines, as Colonel Davis emphasized in his recent article. Big men are preferred, although intelligence and soldierly bearing carry equal weight. Careful selection of only the best men from the recruit companies of Parris Island enables the Sea School to concentrate its instruction on the more advanced drill and special sea-going subjects. Otherwise valuable time is lost, as has happened occasionally in the past, in the perfecting of a recruit's elementary training.

Upon the arrival of a detachment of recruits they are immediately placed in charge of a corporal instructor and assigned to a barrack room. These instructors live in the room to which they are assigned and are held directly responsible for the men in their charge. The first morning is spent in drawing clothing. Each man's blue and khaki uniforms are fitted with the utmost care. In cases where stock fits are poor the recruit is required to immediately take the article to the post tailor, who makes the necessary alterations for a very nominal charge. In order to prevent a man from overdrawing his clothing allowance, which so often occurs his first year at sea, the Sea School allows a recruit to have on hand only a minimum amount of clothing. The afternoon of the first day is devoted to scrubbing clothes, cleaning gear, rolling packs and learning to make a bunk and stow a locker in the prescribed manner.

The next day, Friday, the non-commissioned officer instructor teaches his men how to press their clothes, shine buttons, polish shoes, belts, and waist plates. Rifle stocks and bayonet grips are next scraped and turned

over to a member of the permanent detachment, who rubs in a preparation of olive oil and orange shellac. By applying six coats of each of these the grain of the wood is brought out and gives the stock a gloss-like finish. The reason for having an experienced man of the permanent detachment perform this work is that all stocks are then done alike and, being skilled in the art, he can do a much better job than a recruit trying it for the first time. Oil is kept in all barrack rooms so that by additional applications each recruit soon has a splendid-looking rifle. The bayonet grips are finished up in a similar way. The leather slings and bayonet tips are also required to be polished a uniform color. That afternoon a lecture is given on "Life in the Sea School and Aboard Ship" and "Saluting, Military Courtesy, Service Customs and Etiquette."

Saturdays all men stand by for room and locker inspection of equipment one week, and clothing the next, particular attention being paid to proper marking. Recruits are not granted liberty over the first week-end in order that this time may be used for whatever cleaning up remains to be done.

As a majority of recruits joining the Sea School, after the first of the month, are without funds, a dollar's worth of cleaning gear purchased from the Post Exchange by money advanced from the Company Fund is issued to each man. This consists of a button board, non-com button polish, jewelers' rouge, button brush, bottle of white liquid polish for waist belt, a blitz rag, black and tan shoe polish and a brush. Recruits are required to keep themselves supplied with these articles during their stay in the Sea School.\*

By Monday these new recruits are sufficiently oriented and cleaned up to begin regular instruction with the other Sea School men. The schedule of instruction is as follows:

#### DRILL SCHEDULE

##### *Monday*

- .0845      Quarters for muster and inspection.
- .0915      Inspection of quarters.
- .0930-1015      Foot movements and manual of arms.
- .1030-1130      Squad and platoon drill.
- 1300-1355      Orderly instruction (Captains, Commanders and communication orderlies).
- 1400-1455      Rank and Insignia of Officers.
- 1500-1630      Instruction by squad room Non-commissioned officer in cleaning and taking care of clothes and equipment.
- 1630      Inspection of clothes and equipment on bunk.

##### *Tuesday*

- .0800-0830      Physical drill under arms.
- .0830-1000      Prepare for inspection.
- 1000      Commanding Officer's inspection and review.
- 1100      Lecture on First Aid.
- 1300-1355      Ranks and Insignia, Enlisted men.

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\* The Commandant has recently granted permission to the post exchange to give a two dollar (\$2.00) credit for cleaning gear to recruits upon their arrival at the Sea School.

- 1400-1455 Lecture and practical instruction in Signal Flags and lights. (B.J.M., U.S.N.-1918). Pages 434-446 and 610-630.  
 1500-1555 Marlin Spike Seamanship. (B.J.M., U.S.N.-1919). Pages 259-269.  
 1600-1630 Semaphore drill.

*Wednesday*

- .0845 Quarters for muster and inspection.  
 .0915 Inspection of quarters.  
 .0930-1015 Foot movement and manual of arms.  
 1030-1130 Squad and platoon drill.  
 1300-1355 Five inch gun drill (Nomenclature of piece, sightsetting, casualties, etc.).  
 1400-1455 Hammock nomenclature and instruction (how to sling, lash, stow, and air).  
 1500-1555 Instruction in small arms (pistol, automatic rifle and machine gun).  
 1600-1630 Physical drill without arms.

*Thursday*

- .0845 Quarters for muster and inspection.  
 .0915 Inspection of quarters.  
 .0930-1015 Foot movement and manual of arms.  
 1030-1130 Extended order drill.  
 1300-1500 Practical instruction on *North Dakota* in:  
     (1) Deck Seamanship (B.J.M., U.S.N.-1918). Pages 288-296.  
     (2) Ship nomenclature.  
     (3) General Quarters and Emergency drills.  
 1500-1600 Instruction in small boats, names, sizes and nomenclature (Navy Yard Boat Shop). (B.J.M., U.S.N.-1918). Pages 238-255. When weather permits practical instruction on the river will be given.  
 1600-1630 Semaphore drill.

*Friday*

- .0845 Quarters for muster and inspection.  
 .0915 Inspection of quarters.  
 .0930-1015 Foot movement and manual of arms.  
 1030-1130 Squad and platoon drill.  
 1300-1355 Five inch gun drill loading machine, etc.  
 1400-1455 Orderly instruction (Time, Telephone, Brig and Life Buoy Posts.) *General Orders*.  
 1500-1555 Lecture by Instructors:  
     (1) Ship's Routine (B.J.M., U.S.N.-1918). Pages 143-162.  
     (2) Salutes and Naval customs (B.J.M., U.S.N.-1918). Pages 105-115.  
     (3) General features of ships of the Navy of different classes. (B.J.M., U.S.N.-1918). Pages 137-139.  
     (4) *The Compass*. Degree's bearing true and relative. Reporting ships and lights, etc.  
 1600-1630 Physical drill without arms.

*Saturday*

- .0800-0830 Physical drill under arms.  
 .0830-1000 Prepare for inspection.  
 1000 Commanding Officer's inspection of quarters equipment and clothing. (Uniform field service).  
     The first Saturday of every month Heavy Marching Order inspection will be held on the field.  
 1100 Fire drill.  
 1300 Liberty to those rating it.



In formulating the above course, the requirements that had to be met were, that it be as thorough as possible for the allotted time, that it be simple and practical, and that it be so planned that it may be regularly followed. Since all instruction is oral, it has been found that by one lecture or demonstration a subject is not thoroughly impressed on a man's mind. In other words, he must be drilled in his class-room work as he is on the drill field. This is especially true of orderly duty, ship nomenclature and gun drill. Therefore, it is necessary to review the principal subjects two or three times so that the salient features may become indelibly impressed on the recruit's mind. As the average young Marine has only a grammar-school education, his mind is not capable of grasping new ideas and subjects as rapidly as a person who has had more schooling. It is also a well-known fact that anyone will remember a thing far better by seeing it rather than hearing about it. Therefore, care had to be taken not to make the course too difficult or advanced and to have as many practical demonstrations as possible.

The difficulty in the course being regularly followed lies in the fact that the Sea School receives a weekly quota of recruits, and men are detached irregularly and often very suddenly. In view of the limited number of instructors, class-rooms, equipment, varying numbers, etc., it was found impractical to arrange a course whereby a certain number of men would enter as one class and progress together throughout the entire term. It was therefore necessary to formulate the course so that a recruit joining would be able to begin at any point and continue with the rest of the class. After careful consideration it was decided to combine as many important subjects as possible into a one-week course with a three-week variation of the minor subjects. It is believed that the present Sea School course meets all the above requirements.

A class can enter at any time and immediately begin with the others ahead of them. By repeating each important subject at least three times a recruit should absorb enough to familiarize himself with it. If for some reason a half day is missed one week, the class is sure to get these subjects at least two other times. This system is also a help to men on guard, on the sick list temporarily or absent for other reasons.

As the Training Schedule shows, troop is held daily at .0845 in "Blues" and each man is thoroughly inspected. He then goes into his squad room and stands by his locker which is also inspected. The remainder of the morning is spent in close order drill, one day a week being devoted to extended order. During summer months recruits are given instruction in swimming twice a week in place of the second close order drill period.

The afternoon instruction is carried out in the Gun Shed of the Old Officers' School. The building is equipped with five-inch, three-inch and three-pound guns, several drill guns (loading machines), a set of signal flags, sample rank insignia and rating badges of officers and enlisted men of the Navy and Marine Corps, a ship's bell and other sea-going gear.

The afternoon is divided into fifty-five-minute class periods. Each non-commissioned officer instructor has several subjects which are his special-

ties. The greatest attention is paid to orderly instruction and gun drill. Recruits are drilled in carrying correctly various messages using nautical phraseology and they are also taught the customary ship's reports to the Officer of the Deck, Captain and Executive Officer. In gun drill they are drilled in each position of a gun crew. Crews are formed and loading drill held, the principal casualties being carefully explained. They are also trained in pointing, training, and sightsetting with lectures on the nomenclature and operation of a battery. In addition to ship's gunnery, a lecture and elementary training is given in the use and safety precautions of the automatic rifle, pistol and machine gun. One period a week is devoted to the international code pennants, flags and lights a Marine should know. (Easy, Baker, Five-flag, Guard-flag and various lights.) The Sea School is fortunate in having the use of the old *North Dakota*, which is out of commission in the Navy Yard. One afternoon a week is spent aboard her and ship nomenclature is taught. The class is also taken through the Navy Yard Boat Shop, where the various types of boats are shown and instruction given in small-boat nomenclature. During the summer months two afternoon periods are spent on the river in pulling boats, and every man is taught to pull an oar. In order to develop the young recruit as much as possible daily physical drills are given with and without arms. An hour a week is also given to semaphore drill. Formal inspection and review is held every Tuesday by the Commanding Officer, followed by an inspection of barracks and lockers.

As part of the instruction course the Sea School maintains the Marine Barracks guard of five posts. Men who have been in school the longest are used for this duty. Although these posts are a part of the regular Navy Yard Guard and under the Officer of the Day they are visited regularly by the instructors of the Sea School in order to thoroughly train recruits in their general and special orders and other guard duties.

As each group of recruits finish the prescribed course they are given an examination by the senior instructor. The examination is as follows:

#### EXAMINATION

##### 1. Messages (10 points)

##### A. Candidate must carry one of the following messages:

From the Navigator to the Captain.

Report to the Captain that we are making 145 revolutions, steering on course 296 degrees true bearing, that the visibility is 20,000 yards, and there is a ten mile wind blowing from the North East.

##### B. From the Captain to the Gunnery Officer.

Report to the Gunnery Officer that the enemy's fleet has been sighted bearing 135 degrees relative. Have General Quarters sounded immediately. After testing out have main battery stand by and secondary battery go into reserve.

##### C. From the Captain to the Officer of the Deck.

Tell the Officer of the Deck that the Admiral will leave the ship at 1530. Have his barge alongside with six side boys but never mind the guard and band, and notify the Engineer Officer that the Admiral wishes him to accompany him.

##### D. From Officer of the Deck to the Captain.

Report to the Captain that the fire main has sprung a leak in Compartment C-206.

The Chief Engineer requests permission to secure the pressure on the main until this leak can be repaired. The estimated time for its repair is about two hours.

E. From Engineer Officer to the Captain.

Report to the Captain that the oil cooling pump has lost its suction within the last fifteen minutes and the temperature of the main bearings has risen to 148 degrees. Request permission to reduce speed to 5 knots. We have a hose playing on all the bearings in the engine room to get temperature again to normal.

### 2. Signals (10 Points)

- A. Candidate must know names and uses of following international code flags and where they fly from. (5 Points).
- Powder Flag.
  - Meal Pennant.
  - Senior Officer present.
  - Absentee Pennant.
  - Admiral's Flag.
  - Guard Flag.
  - Man Overboard and Breakdown Flag.
  - Preparatory.
  - Ensign.
  - Jack.
- B. Candidate must know the following lights and where shown. (3 Points).
- Running Lights.
  - Flag Ship Lights.
  - Absentee Lights.
  - Man-o-war Lights.
  - Guard Light.
  - Man Overboard Light.
  - Anchored Lights.
- C. Speed cones and Flags. (2 Points).
- What are speed cones, and flags? When and where are they used?

### 3. Orderly Duty (10 Points)

- A. Candidate must know officers' rank markings in the Navy and Marine Corps. (3½ Points.)
- B. Must know rating of enlisted men in the Navy and Marine Corps. (3½ Points.)
- C. Candidate must be able to strike time on ship's bell. (3½ Points.)

### 4. Seamanship (10 Points)

- A. Nomenclature of ship. (3½ Points.)
- B. Small boat nomenclature and types. (3½ Points.)
- C. Nautical terms and boat courtesy. (3½ Points.)

### 5. General Orders (10 Points)

- A. Must recite General Orders without hesitation.

### 6. Hammocks (10 Points)

- A. Be able to sling, lash and stow a hammock. (5 Points.)
- B. To tie five different knots and be able to tell the use of each. (5 Points.)

### 7. Gunnery (10 Points)

- A. Nomenclature of a 5 inch gun. (5 Points.)
- B. Proficiency in sight setting. (2½ Points.)
- C. Proficiency in loading drill. (2½ Points.)

8. *Semaphore* (10 Points)

- A. Candidate must know semaphore code and be able to send and receive four words a minute.

9. *Drill* (10 Points)

- A. Proficiency in close and extended order drill and manual of arms. (5 Points.)  
B. Proficiency in and knowledge of automatic rifle, pistol and machine gun. (3 Points.)  
C. Proficiency in Physical drill under arms. (2 Points.)

10. *Military Appearance* (10 Points)

- A. Personal appearance and military bearing. (5 Points).  
B. Neatness of Locker and Bunk in squad room. (5 Points.)

Total points, 100.

Each candidate in order to graduate from the Sea School must make a grade of 75 per cent. on the above examination. If the recruit qualifies, an entry to that effect is made on page 14 of his S/R book and his name is placed on the list as available for sea. However, he continues to attend classes and perform the regular duties of the Sea School, so that the things he has learned may be more firmly impressed on his mind.

The recruits who fail to pass the above examination are given a second examination with next class, and if they fail again are transferred to the Post Barracks Detachment. Men are also transferred who have been spotted during the course as being unfit for sea duty.

Just prior to leaving the Post upon transfer of each detachment to sea, they are given a final inspection by the Commanding Officer of the Sea School. Each man is also paid in full on a special money requisition and all debts incurred while in the Sea School are required to be settled.

By careful selection at Parris Island of the men sent to the Sea School and by a more careful weeding out here of the undesirables, those that remain should be able to fit into any ship's guard without very much readjustment. It is the mission of the East Coast Sea School to coöperate as closely as possible with the Detachment Commanders of the ships of the Scouting Force and Special Service Squadron and to send the officer afloat the best sea-going Marines that can be produced.



## WHY ATHLETICS?

BY MAJOR J. C. FEGAN, U.S.M.C.

**Q**UESTIONS have often been asked why colleges and universities spend so much money and time on athletics; how they can afford to build stadiums ranging from a half million to two million dollars in cost; why there is so much time devoted to athletics when young men are sent there to receive an education, and why the Army, Navy and Marine Corps should adopt such an elaborate athletic policy. These questions can best be answered by saying that the American public demands all these things. They are the things of the moment.

When the question arises as to which is the best school for the young man of the family, the average boy will vote to go to the school or college where he will not only be educated but where he will be entertained and amused. And how does he want to be amused? By doing and seeing things that interest him. What is more interesting and thrilling than seeing eighty or ninety thousand people assembled in a gigantic stadium, all enthusiastic over the same event, What other topic of interest is sufficiently magnetic to draw this number of people together?

He is not willing to yield to the wishes of his parents who, because of their experience, urge him to go to an institution whose courses are best. He will choose the college which has the better football, baseball and track teams. He wants to be a member of a collegiate community who can boast of the achievements of their athletic teams. In a vast majority of these cases the parents finally yield to the son's wishes. In a good many cases the father will travel miles to see his son knock a three-base hit or run the punt back forty yards against the college's rival team. What effect have such performances on the father? He immediately becomes the proudest father in the land and boasts of his son not only to his family but to his friends. Think of the number of young men who are playing football and baseball, and of the desirable effect of this form of enthusiasm on the morale of the college. The day is past when young men go to college for a purely academic education. The old ideas of college life are submitting more and more every year to the beneficial influences of collegiate associations and entertainment. A great many people do not understand why a football or baseball coach will receive a salary ranging from five thousand to twenty-five thousand dollars a year, whereas the president or the heads of departments of the same institution receive only one-fourth of that sum. The answer to it all is, that the heads of most of the colleges realize the wonderful drawing power athletics holds over the young men who are eligible for admittance to colleges. They realize also that if colleges are to maintain their enrollments they must offer something in addition to the good college courses. Consequently, they are forced to accept such conditions. Take the instance of Centre College at Danville, Kentucky. Five years ago this college had an enrollment of about 160 students. Two years after, they employed a football coach by the name

of McMillen, who took his team to Harvard University, where he succeeded in tying that team. The next year his team made the same trip and defeated the Harvard team. The enrollment of students at Centre College increased from 160 to about 500 in two years, consequently no more students were permitted to enroll because accommodations could not be furnished either at the college or in the town of Danville. The year after McMillen left, the student enrollment dropped down one-half, later to one-third; so now it is approximately what it was before it had its famous football team. McMillen's salary was about equal to that of the president of the college. Another case is that of Notre Dame and still another is that of Dartmouth.

In summing it all up, what is the answer? Simply that one word: *advertising*. This brings us to the point why the Army, Navy and Marine Corps carry out elaborate athletic policies. Why should we advertise? Why do we exploit our activities? In order that we may interest eligible young Americans in the advantages offered in the Army, Navy and Marine Corps.

So far as the Marine Corps is concerned, is it not far better for us to try to interest as high a type of young men as we possibly can? Is it not easier for the higher type to understand and master the military game? Do they not make better Marines? Think of the number of young men who upon their graduation from high school are unable to enter college because of the lack of funds. Think of the number of young men who enter college that fail to graduate. The records of universities show that about one-half of those who enter finally receive their diplomas. What becomes of the young men of these two classes who have reached that stage in their lives when they are not ready to settle down but desire new scenery, try new things, and locate something that will hold their interest as well as better their ends? The Marine Corps has placed itself on record as being an institution which will develop both mentally and physically the young Americans who join its ranks. Why have we so pledged ourselves? Because we realize that if we are to live we must prove to the tax-payer that our fighting machine is not dormant in time of peace, but is as valuable to the country as it is in time of war. It is our duty to convince the parents of the young men who elect to join the Marine Corps, in order that they may receive some experience which will be of use to them in after years, that we can offer them this opportunity. It is only natural for parents to send their sons to institutions where they will gain personally by it, either financially or through experiences. So far as the financial gain is concerned, it is well known that our remuneration is small; from the viewpoint of experience we offer a most attractive life. The desired experience must not be unpleasant, as such reports will be spread quickly among their friends. It must be pleasant as well as constructive or the reaction will be harmful.

In order to make these experiences entertaining and popular with the young men, we must afford them a type of entertainment which is modern and which would be of equal interest to them were they in civil life. That is the reason for our Athletic Policy. This policy was put into effect one year ago, and a review of the past year of its operations shows a 100 per cent.

increase in advertising over last year and a fourfold increase in athletic activities over that of last year, all of which effected a decided uplift in the morale of the whole Corps. In addition to the advertising the Corps received, it afforded a common interest in amusement and entertainment to the majority of the members of the Corps; it also developed the courage of the participants, through which they gained popularity and favor.

Above and beyond this it gave commanding officers for the first time the real message from headquarters on the topic of athletics. Prior to this, commanding officers were not encouraged or backed by a fixed policy in the matter of developing athletics or conducting physical tests. The result is that certain officers and men have through their daily conversation with friends and relatives acquainted them with this activity; and the outcome is that it is now well known, particularly in the more thickly populated sections of the country, that the Marine Corps is really interested in the advancement and welfare of those who join its ranks. The lesson taught by this policy is certain to be far-reaching, because we serve in so many different parts of the globe; that is, every point at which Marines are located is a news centre from which this lesson is spread.

From a recruiting viewpoint the records show that there is a decidedly better class of young men applying for enlistment than in recent years and that they are easier to train, also are more easily handled because they have the fundamental ideas of discipline and appreciate its value. While these young men may not intend to make the Marine Corps their career, remember that after leaving the service they branch off in all walks of civil life; and that when they come into contact with people and relate their experiences in the Marine Corps, if such relations and experiences have been pleasant the advantages of the Marine Corps are more favorably impressed on these listeners. As these young men grow up, some will attain high positions, while others will attain positions of varying grades; but all these men will be in a position to help the Corps. The result is that we are building up bit by bit an enormous following throughout the country.

But these men will not be loyal and enthusiastic unless their own experiences in the Corps have been pleasant. It is beyond reason to ask any man to be a loyal supporter of any organization if his association therein has not been happy. Therefore, it behooves us to mold our offerings to the young men of America along the same lines adopted by state universities and colleges, always remembering that the vast majority of men join the Corps in order to receive a benefit in some form. In other words, remember that both contracting parties should be satisfied.

Another aspect to be considered is that we must convince the legislative bodies of the United States, who after all are the pilots of the American people, that we are serving the country in a beneficial way in time of peace in that we are public benefactors in the matter of developing young American men not only from a military viewpoint, but from a physical and mental viewpoint as well, thus making them more desirable citizens.

## HOW THE NEWS CAME THROUGH

**E**ARLY in June, 1918, the newspapers of the United States carried under glaring headlines news from the West Front in France, which brought a thrill to the heart of every loyal American; the United States Marines at Belleau Woods as a part of the Second Division of the A. E. F. had been thrown into the front line of the French defensive on the Marne and, gallantly living up to their long record in the wars of the past, had held their assigned position against vastly superior forces of Germany's famous shock troops. The losses had been frightful, but the Marines again "had the situation well in hand."

It was well understood in the United States, among civilians as well as military and naval men, that the strict censorship established at the front in France prohibited the naming in despatches from the War Zone of any military unit of the forces engaged, and there was much conjecture as to how the news came through which told of the gallant conduct of the Marines at Belleau Woods. The news lifted the drooping spirits of the people throughout the land and gave them renewed hope that at last the American forces would be a prominent feature in the war and that the end with victory for the Allies was in sight.

The psychological effect of the publication of what the Marines had accomplished on the Marne was very evident, not only in America but also in France and England, and the uplifting effect of this bit of news which had somehow gotten by the censor at A. E. F. Headquarters was pronounced upon the people in every walk of life. Men in the training camps scattered over America felt buoyed up in spirits and longed for the day when they too would be in France to "do their bit at the front"; workmen in the shipyards and factories that were laboring day and night to furnish the munitions for the Allies redoubled their efforts, and the people that were left in the cities and towns and villages from Maine to California and from the Great Lakes to the Rio Grande felt their spirits rise and their hopes burn brighter.

So far as can be ascertained, the true story of how the news came through has never been published, and it is fitting that the simple story of this feat in wartime journalism, as told recently by the man who was responsible for it, should be first published in the MARINE CORPS GAZETTE.

Floyd Phillips Gibbons, one of America's famous war correspondents, recently paid a short visit to Washington, where he came fresh from an interesting experience with the French and Spanish troops engaged in quelling the Riffian outbreak in Morocco, and before leaving to take a steamer for the return to the battlefield in Morocco he paid a short visit to the Marine Corps Headquarters to greet some of his old friends of the Corps. During the World War, Mr Gibbons, as the correspondent of the *Chicago Tribune*, served with the Marine Brigade from the date of its arrival in France, early in the summer of 1917, until he was seriously wounded in action on June 6,



1918, during the action in Belleau Woods, and during his recent visit to Headquarters told some interesting reminiscences of his experiences with the Marines.

It will be remembered that late in May of 1918, the Germans began their third great offensive against the hard-pressed Allies, hoping to pierce the French lines along the Chemin-des-Dames and advance to the capture of Paris. Crossing the Chemin-des-Dames west of Rheims they captured Soissons and actually made an opening in the French line, and on the last of May began their march down the Marne Valley toward Paris. This startling success brought dismay to the Allies both in the War Zone and among the population of France, England and America, but the High Commanders of the Allied Forces were firm in their decision to stop the Germans, and hurriedly rushed all the reserves that were available to meet the oncoming German hordes.

General Pershing placed every available unit of the A. E. F. at the disposal of Marshal Foch, and it fell to the lot of the Second Division, in which the Marine Brigade was serving, to go into the line abreast the Chateau-Thierry sector, directly in front of the spear head of the German advance. Serving with the Second Division at this point were elements of the Third and Twenty-eighth Divisions, and the history of the gallant action of these troops in stopping the German advance is too well known by the readers of the GAZETTE to require repetition here.

Floyd Gibbons was with the Marine Brigade when on May 31, 1918, it arrived on the battle line opposite the Bois de Belleau and remained with the Marines during the long grilling hours of hard fighting in the Bois de Belleau until June 5, 1918, which date found the Second Division well established in line right at the point of the German salient on the Marne which threatened Paris and the defeat of the Allies. On the morning of the following day, June 6, 1918, the Second Division, which for a week had been conducting a stubborn defensive action to halt the German advance, gained the initiative and turned their defensive into an offensive and began the advance against the Germans in position on Hill 142 in the Bois de Belleau, and in the town of Bouresches. The Marines captured both of these objectives, fighting against the best German Guard Divisions.

During this advance the losses were very severe and the German machine-gun nests offered hard nuts to crack and mowed down many of the Marines. Floyd Gibbons, advancing alongside of Major Berry, fell seriously wounded at the same time as Major Berry also was wounded, and thus for a time his service with the victorious Marines was interrupted for a trip to the Base Hospital in the rear. The night before he was wounded, however, he had written his story of the brave defensive action of the Marines during the previous week, telling many stirring incidents of valor and courage and sheer grit, and ending his story with the statement that the brigade which had fought so gallantly to capture and hold Belleau Woods was the Fourth Brigade of Marines, and adding a fervent plea to the censor at A. E. F. Headquarters to allow the news to go through to the people of the United

States as a special recognition for the work so well done. This story Gibbons sent to the censor at A. E. F. Headquarters by his chauffeur with instructions to get it through at all costs.

The road to the rear was choked with men and guns and trucks all moving to the front to reënforce the American troops which had taken the offensive and were hard at it hammering the point of the German wedge which had been driven into the Allied line south of the Chenin-des-Dames, and it was long after nightfall when the messenger arrived at Headquarters and delivered the despatch to the censor. Thus it happened that the news of the casualties at the Marine front arrived at this same censor's office almost simultaneously with Gibbons story of the Battle of Belleau Woods in which he gave such high credit to the Marine Brigade, and boldly named them in defiance of the censorship orders in the vain hope that by some fluke of good luck the news might get by.

The censor who received the casualty list and Gibbons' story happened to be an old friend of Floyd Gibbons, and as he read the long list of dead and wounded, he saw the entry, "Floyd Gibbons, War Correspondent, serious, shot through the head," and his grief for his old friend was real. The censor then took up the despatches from the war correspondents at the front and as he read Floyd Gibbons' story of the Marines in Belleau Woods and noted that the name of the Marine Brigade was freely stated, he started to blue pencil the forbidden bit of news, but the sentiment of a life-long friendship was stronger than the call to his duty as censor and to himself he said, "Poor old Gibbons, it's the last news he will ever send in from the front, and just for the sake of old times I'll let it go through," and he laid down the blue pencil and added his vise to the story.

Thus the news got through to gladden the hearts of the folks at home and add to the fame of the Marines. It was the only time the name of a fighting unit got by the censor and the Marines were not mentioned in despatches from the front again, but after the news of Belleau Woods, later proudly renamed "Le Bois de la Brigade de Marine," they did not need it.

This is a story with a happy ending, for our friend, Floyd Gibbons, was not destined to die by a German machine-gun bullet; he recovered with the loss of an eye and lived to witness and recount many another stirring battle, and his remaining eye still flashes steel grey and true as he tells with zest of the time he got the news through for America and the Marine Brigade.

## UNIFORM CHANGES

**T**HE subject of changes in the uniform and equipment of officers and enlisted men is a perennial one. Styles in uniform change almost as frequently as styles in civilian attire, and yet for many reasons of efficiency and economy it is advisable to maintain uniform in a standard design as the duties of the men who wear it do not change much from year to year, and the very term "uniform" should suggest stability.

The recent decision of the War Department to adopt the roll collar with lapels for the service coats of the officers and enlisted men of the Army has brought this frequently discussed question prominently to the fore, and there has been much comment on the subject, official and otherwise, by officers of the Marine Corps. As the Army officers have but three styles of uniform, olive drab for ordinary service and khaki and white for tropical wear, the subject is not so complicated with them as it is with the Marine officers.

It has been decided that the coat of the olive drab service uniform for both officers and enlisted men of the Army will have the roll collar with four buttons, that officers who desire to do so may wear the new coat or continue to wear the old style coat with standing collar until further orders on the subject, and that the coats for enlisted men now in store will not be changed but will be issued as at present until the supply is exhausted, and also that enlisted men may be furnished with the new style coat with roll collar. This will result in two styles of uniform being worn for some time to come and this, of course, is not in the interests of desirable uniformity, but this step has been taken in the interests of economy for officers and for the Government.

The Major General Commandant has decided to ascertain the views of every officer in the Marine Corps upon the question of changing the style of the coats for the winter service uniform and the summer service uniform for both officers and enlisted men by the substitution of the roll collar for the present standing collar, and with this end in view a ballot is being sent out to each officer upon which he is directed to express his preference in the matter and to make such comment as he may think appropriate. In this way the sentiment of the service regarding the change will be obtained and after this is done the decision will be made and issued to the service in the form of orders. The ballot called for an expression of preference as to the change both in the winter service and the summer service uniforms. The results up to the time of going to press were as follows:

For the change  
Winter service, 770  
Summer service, 669

Against the change  
Winter service, 85  
Summer service, 197

Any change that is made in either of the two coats under discussion will be made for both officers and enlisted men. It is desirable that the two styles of coat should not be concurrently worn, but that a future date should

be decided after which the standing collar coat will not be worn and the roll collar coat will be worn. However, it may be found very difficult to accomplish this without undue expense to officers in making the changes and to the Quartermaster Department in making the changes for the enlisted force.

Several officers serving at sea have expressed the opinion that the roll collar should also be adopted for the blue coat for both officers and enlisted men due to the fact that the blue uniform is worn for ordinary service at sea. On shore the blue uniform is worn more as a dress uniform, however, and it is thought that the roll collar would detract from its appearance as a dress uniform. Also, the expense to the Quartermaster Department would be greatly increased if the blue coat is also changed to the roll collar style, so much so in fact that it is doubtful if the appropriations would stand the amount that would be required.

Many officers have expressed the opinion that it is most desirable to provide the roll collar for the winter service coat, but not so necessary to provide it for the summer service coat since with the roll collar a shirt will have to be worn, which is not the case with the present standing collar khaki coat. The officers of the Haitien Gendarmerie have worn the roll collar on the khaki coat for some time and express themselves as much pleased with it and the results of this practical test of the roll collar for the coat under service conditions in the tropics is worthy of consideration.

No change is contemplated in the present style of white uniform coat and hence it has not been mentioned in ballots now being sent out to officers. As this white coat is worn for dress occasions only it is not considered necessary or desirable to provide it with a roll collar, especially as this would require wearing a white shirt and collar and tie with the coat and would make the laundering of it more difficult.

Several officers have suggested the advisability of readopting the old full-dress uniform, but while there are some occasions upon which a full-dress uniform would be appropriate when officers of the Marine Corps are associated with naval officers wearing full dress, it is thought that the great majority of the officers of the Corps would find little or no use for a full-dress uniform. The adoption of full-dress uniform would also entail a large expense upon all officers at a time when living expenses are on the increase and it would also add to the amount of uniform equipment which officers are required to carry upon their frequent changes of station and duty.

From time to time in recent years officers have recommended a change in the styles of head-dress with a view to reducing the number of caps that must be provided and transported from place to place upon change of station or duty. At present officers are required to have the blue cap for dress, the white cap to be worn with white uniform, the winter service cap, the summer service cap, and the field hat. Last year, in response to recommendations from some officers a trial was made of the summer service cap for universal wear with summer service uniform in the tropics, the idea being that the field hat might possibly be eliminated. The result of these trials showed that the summer service cap is not suitable for wear on ordinary duty in the



tropics and it was determined that the field hat would not be eliminated but would continue in use for tropical and hot weather service.

Some officers have suggested that the winter service cap be worn with both winter and summer service uniforms, but the objection to this is that the winter service cap does not look appropriate or well with the khaki uniform. Other officers have suggested a cap frame with two covers, one for winter service and one for summer service, but with the present style of cap no satisfactory design of covers has been submitted as yet. A number of officers appear to be in favor of replacing the present caps with caps of the so-called "overseas" type, but there are many objections advanced to such a change. Many think that the overseas type is not good looking and the medical officers object to it on the ground that as it has no visor there is no protection for the eyes when it is worn. The present pattern of caps is good looking and comfortable and all officers are now provided with complete outfits of the required caps. A change would require a considerable expenditure for new caps and a corresponding loss in the abolition of the present caps. There is no intention at Headquarters to make any change in the prescribed styles of head-dress at the present time.

Owing to the insistence of Marine officers serving at sea with the Fleet and also of the naval commanders of fleets, squadrons and divisions, the white mess coat has been prescribed as a part of the outfit of all officers on sea duty. Many of the officers so serving were already provided with the style of mess coat formerly prescribed, and on this account that style was prescribed as any new style would have entailed an unnecessary expense for a large number of officers.

Another change which has been prescribed in the interests of simplification is the abolition of black boots for field officers and other officers required to be mounted when blue breeches are prescribed. This uniform was worn on but few occasions and it seemed unnecessary to require field and other mounted officers to have black boots for such infrequent use. The tan leather belt is prescribed for wear with blue uniform and there appeared to be no reason why tan boots should not be worn also, and the change was accordingly prescribed, so that in future officers will not be required to have two kinds of boots.

The governing consideration in any change in uniform is necessity for the change in the first place and the resulting expense in the second place. With the reduced appropriations which will be available for the next fiscal year great economy must be exercised and any change in the prescribed style of uniform for enlisted men will entail a considerable expense to the Quartermaster Department, especially in view of the fact that there is at present a large stock of present style clothing in store at the Depot of Supplies at Philadelphia. It is not considered practicable to alter this clothing in stock and it would thus become dead stock if radical changes in style are made.

## LIVING CONDITIONS IN THE MARINE CORPS

**T**HE GAZETTE has decided that a résumé of living conditions at all shore stations where Marine officers serve both within and without the United States would be of great value to Marine officers. With the aim of obtaining this information, the following questionnaire was mailed to all Post Commanders:

Are quarters available to all officers? If not, to how many?

Are quarters satisfactory?

What kind of living accommodations can be obtained for those officers, if any, who are not assigned quarters?

What are average rents for such accommodations?

Can capable servants be obtained? What is the usual rate of wages?

Are food costs high, moderate or low? Is there a Government Commissary from which food can be bought?

Can articles of clothing be obtained locally for both officers and their families?

What uniforms does an officer need at this station throughout the year?

What educational facilities are there for children?

What recreational facilities, such as golf courses, tennis courts, riding horses, etc., are available for officers and their families?

Is the climate healthful?

What household equipment should a married officer take with him if ordered to this station?

The questions as to whether articles of clothing can be obtained locally and what household equipment a married officer should take with him are intended principally for tropical stations and will not be answered for stations within the United States unless there is some special reason for doing so. Posts within the continental limits of the United States are, as a rule, situated either in or near a town where clothing can be purchased. Similarly most officers know that when Government quarters are available the officer himself must furnish kitchen utensils, china, linen, silver, mattresses and pillows, blankets and curtains. In the future it will probably be necessary to provide rugs. It is also the custom in most parts of the United States that when furnished houses are rented everything is included in the furnishings except linen, silver and blankets. If unfurnished houses are procured the tenant, of course, has to provide everything.

Answers have been received from most posts within the United States and a number of those outside the continental limits. Due to lack of space, it is impossible to publish them all in this issue, but it is hoped to complete publication with the June number. Where there is more than one post in or near the same city, the answers have been combined.

Portsmouth, N. H. There are two posts here, the Navy Yard Barracks and the Naval Prison. There are satisfactory quarters at the Navy Yard

Barracks for all officers except the Pay Clerk. At the Naval Prison, there are only two sets of officers' quarters, one for the Commanding Officer and one for a Marine Gunner. All quarters are reported satisfactory. Officers not assigned quarters can rent suitable houses or apartments in Portsmouth or Kittery at rents from \$50 to \$100 per month. These towns are not more than ten minutes by automobile from the Yavy Yard. Capable servants can be obtained for \$10 per week. Food costs are moderate though higher in summer than in winter. There is an excellent Government commissary in the Navy Yard. All uniforms are needed. Officers may send their children to grammar schools and high schools either in Kittery or Portsmouth. Golf courses and tennis courts are available as is sea bathing in the summer. The climate is considered healthful.

Marine Barracks, Naval Ammunition Depot, Hingham, Mass. One Marine officer is stationed here and has very satisfactory quarters. Servants are difficult to get and their wages range from \$18 to \$30 per week. Food costs are rather high, the nearest commissary being at the Navy Yard, Boston. All uniforms are needed here. There are good grammar and high schools as well as one very good private school. A good golf course is available as well as tennis courts. There is also good duck hunting. The climate is very healthful. An officer stationed here should have an automobile.

Marine Barracks, Naval Submarine Base, New London, Conn. There are no quarters for Marine officers. Unfurnished apartments and houses can be rented at from \$40 to \$125 per month, furnished houses, \$50 to \$250 per month. Capable servants are difficult to obtain and get from \$12 to \$15 per week, board and room included. The cost of food is very high. There is a Navy Commissary store. All uniforms are needed. Grammar schools and high schools are excellent. Golf courses and tennis courts are available. The climate is excellent.

Marine Barracks, Naval Torpedo Station, Newport, R. I. Officers are stationed either at the Naval War College or the Torpedo Station. There are no government quarters. Houses, apartments and boarding houses are available in the city of Newport. Monthly rates are from \$70 up for houses, \$50 up for apartments, and \$70 for boarding. Capable servants can be procured for \$12 per week. Food costs are high. There is a Government commissary. All uniforms are needed. There are excellent public and private schools. Tennis courts and golf courses and riding horses are available. The climate is very healthful.

Marine Barracks, Naval Ammunition Depot, Iona Island, N. Y. One Marine officer is attached to this post. He has satisfactory Government quarters. House servants cannot be obtained. The cost of food is high. It can be obtained from the West Point Post Exchange vegetable and meat market. All uniforms are necessary. The nearest school is a public grammar and high school, which is four miles from Iona Island. There is one tennis court on the island. Winter sports can be had at the Bear Mountain Interstate Park. The climate is healthful.

Marine Barracks, Naval Air Station, Lakehurst, N. J. Seven bachelor

officers live in the bachelor officers' mess, Navy quarters. No married officers have quarters on the station, but live in Beechwood or Lakewood, each ten miles from the station or Lakehurst, one and three-quarter miles away. Accommodations for an officer living in the bachelor officers' quarters consist of a small room and bath, shared with the officer living in the next room. Apartments or houses are available in Lakewood or Beechwood at rents from \$75 per month and up. There are a few suitable accommodations in Lakehurst, but there is no gas, water or sewer system. Servants are scarce, but can be obtained at \$3 per day. Food costs are high. There is a Government commissary. All uniforms are needed. Schools are available. There is a golf course at Lakewood and a tennis court on the station. Riding horses may be hired at Lakewood. Lakewood is a winter resort. The climate is healthful.

Marine Barracks, Naval Ammunition Depot, Dover, N. J. One officer is attached to this post. He is given satisfactory quarters. It is impossible to get servants. Food costs are high. There is a Government commissary. An officer needs winter field and blue uniforms. There are good schools seven miles away. There is a golf course, one tennis court, and winter sports. The usual household equipment should be taken except electrical equipment, as the current is 250 volts direct.

Marine Barracks, Navy Yard, Philadelphia, Pa. Very satisfactory quarters are available for twelve married and eight bachelor officers. For those officers who are not assigned quarters, apartments and houses can be rented in the city of Philadelphia for \$100 monthly and up. Most rentable houses and apartments are unfurnished. Capable servants can be obtained, the usual wages being \$12 to \$15 weekly. Food costs are rather high. There is a Navy commissary in the Navy Yard and an Army commissary in the city. An officer needs all his uniforms. There are excellent schools in the city, both public and private. There are tennis courts in the Navy Yard and golf courses at the various country clubs which are considerable distance from the yard. The climate is healthful.

Marine Barracks, Receiving Station, Navy Yard, Philadelphia, Pa. The officer attached to the Receiving Station is not assigned quarters.

Marine Barracks, Naval Ammunition Depot, Ft. Mifflin, Pa. One officer is stationed here who is assigned satisfactory quarters. There is a five-hole golf course and one tennis court on the station. An automobile is a necessity, due to lack of satisfactory railroad service.

Marine Barracks, Naval Academy, Annapolis, Md. The Commanding Officer only has quarters. These are very satisfactory. Those officers not assigned quarters can obtain rather poor frame houses or apartments at monthly rents running from \$65 to \$85. Capable servants can be obtained with difficulty, wages being from \$10 to \$12 weekly. Food costs are high. There is a Government commissary. An officer needs all uniforms. Fair public schools are available. Golf courses and tennis courts are available as well as other recreational facilities. It is easier to obtain satisfactory accommodations in early summer than later.



Marine Barracks, Naval Powder Factory, Indian Head, Md. One Marine officer is stationed here and is provided with satisfactory quarters. Capable servants can be obtained at wages running from \$6 to \$10 a week. Food costs are high—the same as Washington, D. C. There is a small Marine commissary. Officers can deal with the Quantico commissary. All uniforms are needed here. There are kindergarten, grade and high schools. There is a six-hole golf course, tennis courts, private swimming pool and hunting in season. Boats run to Washington and return five days a week.

Washington, D. C. Officers stationed in Washington are attached either to Headquarters Marine Corps, the Navy Department, the Marine Barracks, Washington, the Marine Barracks, Navy Yard, Washington, or the Army War College. Quarters are assigned only to officers attached to a Barracks, as a rule. The Navy Yard Barracks have quarters for only four officers. These quarters are reported satisfactory. There are seven officers stationed at this post. At the Marine Barracks, Washington, there are four sets of quarters for married officers and one set accommodating four bachelor officers. Apartments and houses can be obtained in the city of Washington and suburbs. Rents are high. In the case of furnished houses or apartments, extremely so. Capable servants can be obtained, the usual rate of wages being approximately \$50 a month. Food costs are high. There is a Government commissary (Army), but it will probably be closed. Officers attached to Barracks need all uniforms. Officers on duty at Headquarters or in the Navy Department are required to wear civilian clothes. Occasionally, however, officers will need to wear uniforms. Educational facilities are very good. There are several country clubs which furnish ample opportunities for recreation. The climate is healthful.

Marine Barracks, Quantico, Va. Quarters are available for 159 married officers and for 40 bachelor officers. At present 324 officers, including warrant officers, are stationed at Quantico. All public quarters are reported satisfactory. In the town of Quantico, there are approximately forty apartments and cottages that may be rented by married officers. The number of rooms ranges from three to seven and the average rental for an apartment or cottage in Quantico is \$55 per month. There are also approximately thirty single rooms for rent in the town of Quantico at an average rental of \$25 per month. In the town of Fredericksburg there are approximately ten apartments of from three to seven rooms available at a rental of from \$30 to \$60 per month. The average rental for an apartment in Fredericksburg is \$50. In general, the apartments and rooms in the town of Quantico are only "fair," some being "poor," and there are few comparatively "good" ones. In the town of Fredericksburg the apartments are better than those in the town of Quantico and in general are considered to be "good" and "very good." Servants can be obtained without difficulty, but many of them are not capable. The average rate for a capable servant is \$10 per week, although others are obtainable for \$8 to \$9 per week. Food costs are moderate, there being a Government commissary at this post. There is also an "Atlantic and Pacific" grocery store in the town of Quantico. In gen-

eral, most officers and their families purchase clothing in Washington or in Fredericksburg, as the few clothing stores in Quantico do not cater to high-class trade, nor do they have a good assortment of suitable clothing. The post maintains a first-class private school from kindergarten to the eighth grade, in accordance with the grading with the schools in the District of Columbia. Five women teachers are employed, these teachers being obtained in the usual manner, on annual contracts by the Board of Education. The Board of Education is composed of officers and officers' wives. The charge is \$8 per month, per pupil, paid by the parents concerned. The post maintains an officers' club (with dining-room, library, poolroom, barber shop, etc.), and there are approximately two officers' dances each month. There are three tennis courts for officers, and riding horses are available. There is no regular golf course at this post, although there is a six-hole course on the parade ground that is available only when there are no drills or baseball games going on. Most of the golf players take advantage of the regular golf course of the Mansfield Hall Country Club located at Fredericksburg. It is considered that the climate at Quantico is healthful. A married officer ordered to Quantico should take with him all of the household equipment that he possesses, because if he is not assigned Government quarters he will have to rent an unfurnished apartment and such household equipment would be required. There is space for the storage of such household equipment as is not required for immediate use. It is not necessary for an officer ordered to this post to purchase any household equipment before arriving here, as such articles can be purchased at Fredericksburg at very reasonable prices.

Marine Barracks, Naval Ordnance Plant, South Charleston, W. Va. One satisfactory are available to six officers. Living accommodations for officers not assigned quarters are, as a rule, very expensive. Unfurnished apartments are, of course, cheaper, and it is therefore advisable for an officer to bring his furniture if not assigned Government quarters. Capable servants can be obtained with difficulty, wages averaging from \$60 to \$70 a month. Food costs are high. There is a Government commissary. An officer needs all his uniforms. Educational facilities are excellent. There are no recreational facilities unless officer joins country clubs. The climate is considered healthful.

Marine Barracks, Naval Ordnance Plant, South Charleston, W. Va. One officer is stationed here. He has been allowed to rent one of the houses built by the Government during the war for civilian personnel, thus remaining on a commuting status. This is more satisfactory than occupying the quarters available. Rent for this type of house is \$40 per month. For an eight-room house the rent is \$50 per month. Natural gas is used for heating and cooking. It is almost impossible to get servants, wages running from \$10 to \$12 per week. Food costs are moderate. Staple articles can be bought from the Marine Barracks. All uniforms are needed. There are good schools, including kindergarten and high schools. There are two tennis courts on the station and a golf course at the country club. The climate is healthful.

## EDITORIAL

**I**N ORDER that the Marine Corps Association may fulfil its stated object, the Officers and Board of Directors are endeavoring to make the MARINE CORPS GAZETTE, the official organ of the Association, a truly representative periodical which will publish to the service articles which will be of interest and instructive value to the membership.

The object of the Marine Corps Association, as stated in Section 2 of the constitution, is as follows:

"The Association is formed to disseminate knowledge of the military art and science among its members; to provide for the improvement of their professional attainments; to foster the spirit and preserve the traditions of the United States Marine Corps; and to increase the efficiency of its members."

This is a large order, and to meet it there are several basic requirements: first, the Association should number in its membership as large a proportion as possible of the regular and reserve officers of the Corps; second, this membership should take an active interest in the affairs of the Association and by advice, suggestion and criticism assist the officers and directors of the Association in making the GAZETTE a publication that will meet the requirements of its mission; and third, all of the members who have ideas which they would like to present to the Association to enable it to meet the stated object should submit these ideas to the editor of the GAZETTE in the form of articles, discussion of articles as they appear from time to time, and material for professional notes.

With a view to obtaining constructive criticism which would tend to increase the value of the GAZETTE as a Marine Corps organ, a number of officers were requested to submit their ideas of the GAZETTE and its needs. The results have been very interesting, and it is considered advisable to publish here a number of the criticisms submitted, together with comment upon what is being done to meet them.

One officer wrote: "As a magazine I do not believe it is worth \$5.00 per year. As a possible medium for the exchange of views on various questions by officers of the Marine Corps it has a wide field, but the number of officers who possess the ability to write interesting articles and who are willing to devote the necessary time to this purpose without remuneration appears to be very small."

With regard to the question of cost, at present the annual dues are \$5.00 per year for officers of the Marine Corps and former officers of honorable service as active members, \$2.00 per year for officers of the Army, Navy, and Marine Corps Reserve, and for those in civil life who desire to join, as associate members. Warrant officers and enlisted men may become associate members upon payment of annual dues of \$2.00 per year.

At present, only about one-half of the officers of the Corps are members of the Association, and there are but twenty-one associate members. The amount received from the dues of this membership is barely sufficient to defray the cost of the publication of the GAZETTE at its present size and as a quarterly publication. This includes payment of a small sum per printed page to contributors of all articles which are published. If the membership can be increased the dues can be lowered, or, retaining the dues at the present amounts, the publications of the GAZETTE may be made at more frequent intervals, either bi-monthly or possibly monthly. The latter course would require more material for publication and at present there is no surplus of such material submitted.

Judging from the work done by officers of the Marine Corps at the various service schools where they are in attendance, it is thought that there are a large number of officers who have the ability to write interesting and timely articles suitable for publication in the GAZETTE, and while the remuneration offered is small it compares favorably with the space rates paid by average daily newspapers.

Another comment is as follows: "To my mind this magazine has been too dignified, too pedantic to achieve popularity with its readers. Our present understanding of a magazine is that its contents should be of current interest. True, a periodical of this nature should contain articles of a professional nature, but it should not be confined to this exclusively. Marine officers are equally interested in what the Marine Corps is doing and proposes to do in the future as they are in the profession of arms. A department in the magazine which would give the gist of interesting happenings and developments in the Corps—in a word, gossip—would materially increase interest."

This criticism is worthy of consideration, and the editor would be pleased to receive articles of the nature indicated from the writer of this criticism and also from others who are of the same opinion. It is, however, our opinion that the magazine should be dignified in its treatment of all subjects, but never pedantic. Efforts have been made to secure suitable fiction stories of interest to the members, and there is no doubt that there are many officers who have tucked away in their store of memories incidents which would afford a basis for very interesting contributions of such a nature. When such stories are received they will be promptly published.

Another member submits this excellent suggestion: "The GAZETTE should contain a section for feature articles as formerly published. Each Staff Department should contain a section in which new ideas advanced can be published. There should be a section covering Marine Corps affairs, policies, personnel, etc.; a section for Professional Notes, and a sort of "Open Forum" section containing among other things a digest of the monthly conferences held at Headquarters, Washington."

This has been met to some extent by a section now being published for "Professional Notes," and all members are invited to contribute anything which they may think would be of use for this section. With regard to the digest of reports of the monthly conferences at Headquarters, full reports



of all of these conferences are sent to every post in the Corps with directions that every officer be given an opportunity to read them. This being the case, it would appear to be a useless repetition to publish them in the GAZETTE. However, the Professional Notes section will contain excerpts from these reports in the future.

It is suggested that "publication of recollections of some of the older officers of some long-abandoned and almost forgotten posts, such as Major General Pendleton might give of Sitka, Alaska," would be of great interest. Efforts are being made to secure such articles from a number of the older officers and when they are received they will be published.

Another suggestion is that "articles regarding Marine Corps activities in different posts and on board the different ships would stimulate interest throughout the service." Some articles of this nature have been published recently, and as others of the same kind are received they will be included in future issues of the magazine.

"Many of the older officers have served in most of the posts within and without the United States," writes one officer, "but the younger officers have not. An article showing the daily life of an officer at Peking, at Haiti, at Quantico, and on board ship, with a liberal description of living conditions, would be of interest to everyone."

Another officer of considerable experience at home and abroad has suggested that articles be published describing the living conditions at the various stations of the Corps, quarters available, houses and apartments which may be rented with rental prices, servants' wages, and facilities for obtaining supplies of clothing and food and other necessities. It will be noted that these suggestions are being met by the publication in this issue of such information concerning a number of the posts of the Corps. This will be continued in future numbers until the field is covered.

An officer suggests, "that a suitably qualified officer, preferably a junior officer, be detailed as representative of the Association at each permanent post and shore station, and for each Fleet unit and shore district where Marine officers are serving on detached duty." This has been met to a certain extent by the appointment of twelve directors, one for each of twelve sections into which the various posts and activities of the Marine Corps have been grouped for this purpose, in accordance with Section IV, Article 2, of the constitution of the Association. These regional directors are charged with looking out for the interests of the Association within their several sections, procuring articles of interest from the officers in their sections and presenting the advisability of membership to all officers who are eligible. The reports already received from these sectional directors indicate a revival of interest in the Association and in its official publication, the MARINE CORPS GAZETTE, and it is hoped that the results will be beneficial to the Association in a considerable increase and activity of the membership as well as in an increase in the number of timely articles submitted for publication.

Another officer recommends, "That a Board of Governors consisting of officers qualified by previous experience and training, and regardless of rank,

dictate the policies of the GAZETTE under the approval of the Major General Commandant, rather than vest this power in the person of an editor."

This is now the method of conducting the affairs of the Marine Corps Association and its official organ, the MARINE CORPS GAZETTE. In conformity with the provision of the constitution, the officers of the Association consist of a President, a Vice-President, a Secretary and Treasurer, an Editor, and fifteen Directors. There is also provision for an Executive Committee in the constitution, this committee to consist of the Vice-President, the Secretary and Treasurer, and the Editor. The Executive Committee is charged with the direct management and control of the affairs of the Association and with carrying out the policies of the President and Board of Directors. This plan simplifies the conduct of business and the management of the MARINE CORPS GAZETTE.

Another pertinent recommendation is that, "Articles by officers who have directed or have been associated with special activities, such as auxiliary weapons, military government, native constabulary and police, etc., be published in the GAZETTE." Some of these officers have been requested to prepare articles for publication, and it is hoped that favorable responses will be received in order that this valuable material may be published for the benefit of the officers who read the GAZETTE.

"A Forum or some such department should be included in the GAZETTE where moot questions could be threshed out," writes one interested officer. This suggestion has been met by providing in the GAZETTE a section for Discussions which is open to all officers who wish to discuss articles which have been published or to comment upon any subject of interest to the Corps. It is hoped that many officers will avail themselves of the opportunity thus presented to give publicity to their views, and it is felt that much benefit will be derived therefrom.

One correspondent recommends that, "Writers be selected from the Corps at large and paid reasonable sums for their contributions." This is now being carried out, and a large number of officers of all ranks have been requested to submit articles on given subjects or upon any subject which they may choose. As a result of this action an increasing number of officers are sending their contributions, and it is believed that the character of the magazine will gradually improve as a result.

One officer expresses the opinion that "there should be less censorship of articles submitted for publication in the GAZETTE." To correct this misapprehension it appears pertinent to state that there is no censorship of articles submitted for publication other than that required by Navy Regulations prohibiting the publication of secret information or of anything which would be detrimental to the government from a military or naval standpoint. The suitability of articles submitted is determined by the Executive Committee with a view to obtaining the best material and, of course, some articles are not accepted, owing to the fact that they are not considered suitable for publication. This, however, is true of all publications.

The above criticisms and suggestions have been presented here for the

information of the membership of the Marine Corps Association in order that they may know what is desired by the members who have taken the initiative in presenting their views as to the steps to be taken for the betterment of the GAZETTE and in the hope that other members may be encouraged to submit their views and recommendations.

It is the earnest desire of the Executive Committee and the Editor to make the magazine truly representative of the Corps and of the Association and they will welcome suggestions and recommendations which will conduce to this end. It is urged that everyone in the Association who has a story to tell for the benefit or interest of the service write it and send it to the Editor, MARINE CORPS GAZETTE, whether it be a military thesis, a record of some personal experience in peace or war, or fiction based upon some event in the active life of the American Marine.

It is also urged upon every officer, active, retired, and reserve, of the Marine Corps to join the Association and thus do his bit to make the Association and the GAZETTE capable of exerting a maximum effort for the good of the Corps and its personnel.

## PROFESSIONAL NOTES

### STABILIZATION OF PERSONNEL

**W**ITH a view to eliminating certain unsatisfactory conditions now obtaining in the expeditionary forces with respect to personnel, it has been decided to adopt the principle of stabilization of personnel and to apply this principle at present to the personnel of the Infantry, the Artillery, the Signal and the Engineer units of the expeditionary forces now maintained at Quantico.

The approved plan of stabilization contemplates that commissioned and warrant personnel of the line will be permanently assigned to the units of the expeditionary forces in the same manner as officers are now detailed in the staff departments; that the normal period of such stabilization will be two years; and that commissioned and warrant personnel of the line while so stabilized will be considered as available for assignment to duty only in the expeditionary forces with units of the branch in which stabilized. This plan also contemplates that enlisted personnel will be stabilized in these units in accordance with the following general principles:

(a) Normally, enlisted men will be permanently assigned for two years in the Infantry, Artillery, Signal or Engineer units of the expeditionary forces and will not be considered as available for any other class of duty during the continuance of such assignment except as hereinafter provided.

(b) Enlisted men who have been permanently assigned to one of the stabilized branches of the expeditionary forces immediately upon completion of recruit training in first enlistment, or who have been so assigned upon reënlistment, may at the end of the first year of such assignment apply for and be transferred to sea or foreign service.

(c) Enlisted men who apply for foreign service at the end of the first year of stabilization will be assigned, as far as may be practicable, to units of the same branch in which previously stabilized, provided units of this particular branch are maintained on foreign service.

(d) The normal source of supply of replacements for units so stabilized will be the recruit depots and reënlistments within the organization concerned, although men returning from sea or foreign service with not less than eighteen months to serve in current enlistment may be assigned to stabilized units of the expeditionary forces.

(e) Upon completion of two years in a stabilized branch of the expeditionary forces or upon arriving within six months of expiration of enlistment, enlisted men, except those who declare an intention to reënlist, will be transferred to some other class of duty.

It is the intention to eventually apply the principle of stabilization to all units of the expeditionary forces. At the present, however, the application of the principle will be limited to the Infantry, the Artillery, the Signal and



the Engineer units at Quantico and will be applied to these units in the following order: Fifth Regiment, Tenth Regiment, Signal Battalion, and Engineer Battalion.

The normal period of stabilization is two years for all personnel. In order, however, that a proper flow of personnel through the stabilized units may be obtained, it will be necessary in some cases to depart from the normal, particularly in the initial stabilization.

#### PHILADELPHIA SESQUI-CENTENNIAL

The Sesqui-Centennial International Exposition at Philadelphia which will mark the one hundred and fiftieth anniversary of the birth of our nation, according to the plans now decided upon, will be opened on June 1, 1926, and will continue until December 1, 1926. The buildings for the exposition are now in course of construction at League Island Park on Broad Street north of the Philadelphia Navy Yard, and the Philadelphia Stadium on the same site is rapidly nearing completion. It is planned to have athletic contests in this immense new stadium during the course of the exposition.

The Exposition Commission desires to have the Philadelphia Navy Yard open to visitors to the exposition as a naval exhibit with naval vessels there from time to time in order that the visitors may see the life of the Navy afloat and ashore. They also plan to have troops of the Army and Marine Corps encamped within the exposition grounds.

The tentative plans for the Marine Corps representation at the Exposition call for a four-company battalion of Marines to be stationed at a model camp in the exposition grounds, in order that the visitors who will come from many parts of the country will have an opportunity to see how the Marines live and are subsisted in such a camp, and the manner in which they carry out the daily routine of ceremonies, drills and exercises.

The question of providing the funds by appropriation of Congress to defray the expenses of the Government exhibits, including the exhibition camps of the Army and Marine Corps, is now before Congress and the size and nature of the exhibits at the exposition from the Army, Navy and Marine Corps will depend upon the amount so appropriated by Congress.

#### THE MARINE CORPS RESERVE

The Army correspondence courses modified to meet Marine Corps conditions have been adopted for the instruction and training of those officers of the Marine Corps and the Marine Corps Reserve who desire to enroll in them. The courses will be conducted by a separate department of the Marine Corps Schools which will be ready to start instruction about September 10, 1926. The school term will be from September of each year until the following June.

The courses will cover the following:

##### *Air Service*

Basic;

Company and Squadron;

Advanced.

*Corps of Engineers*

Basic;  
Company;  
Advanced.

*Field Artillery*

Basic;  
Battery;  
Advanced.

*Infantry*

Basic;  
Company;  
Advanced.

*Signal Corps*

Basic;  
Company;  
Advanced.

*Command and General Staff*

The Major General Commandant published advanced instructions regarding these courses in a letter of January 29, 1926. It is very important to know as early as possible the approximate number of students that will voluntarily enroll in these courses; therefore, all officers of the Marine Corps Reserve who desire to avail themselves of the opportunity are advised to communicate at once with the Commanding Officer, Marine Corps Schools, Marine Barracks, Quantico, Virginia, stating the course and branch in which they desire enrollment.

The Naval Appropriation Bill passed the House recently and will be considered very shortly by the Senate Naval Affairs Committee. This is the first year the Marine Corps has gone to Congress with a definite mission for its Reserve and requested a definite appropriation for its upkeep. The House treated the Reserve fairly well.

The Bill provides appropriations for 1927 for 2600 men in Class III. As previously stated in the GAZETTE, Class III is probably the most efficient as well as the most economical of all classes of the Reserve. It is particularly important to obtain all assignments possible in this class.

The Major General Commandant said, recently, in a Headquarters Conference that the best way we can justify having the Reserve, is to have an efficient Reserve, just as the best way we can justify the continued maintenance of the Marine Corps, is by having an efficient Marine Corps. If the Marine Corps (regular and reserve) is efficient, that is our strongest argument for maintaining it. If it becomes inefficient, the force of the argument is diminished in proportion to its inefficiency. The more efficient it is, the easier it is to interest Congress in appropriating necessary funds for its maintenance.

A letter is being sent to each individual officer relative to the Reserve and especially with regard to the enrollment of officers in the Reserve. Quantity is but a very minor consideration; preferably, we want officers in

our Reserve who will be capable of performing duty efficiently in the event of any emergency. Therefore, it is most important in recommending civilians for appointment in the Reserve, that the officers of the Corps should always bear in mind their attainments and qualifications and their fitness for service in the event of an emergency.

A few officers are still not complying with Article 13-26, Par. (9), Marine Corps Manual, regarding appointment to the rank held in the regular service upon a man's enlisting in the Reserve.

In order to expedite action in the cases of applicants for appointment and promotion in the Reserve, it is most important that candidates take the physical examination as soon as possible and that the report of same be forwarded to the President, Marine Examining Board, for Marine Reserve Officers, at Headquarters.

There have been organized in each Reserve Area, a Casual Company and an Aviation Unit. Very shortly, instructions will be issued to the service requiring that there be entered in the service record book of each man discharged just what his special qualifications are—that is, the fact that he is a machine gunner, automatic rifleman, scout, artillerist, aviation man, signalman, etc. This will assist the Reserve Area Commanders in making their assignment to Reserve Units in their Areas; namely, Regiments, Casual Company, and Aviation Units.

Reserve Area Commanders have been instructed to find out when the Reserve Officers in their commands desire training duty during the calendar year 1926.

A Reserve Officer will not be granted more than fifteen days training duty at present and in cases of Reserve Officers assigned to aviation duty, the limit will be thirty days. Reserve Officers who had training duty during the first part of this fiscal year will not be ordered to training duty during the balance of this fiscal year.

The Quartermaster will receive shortly an additional supply of reserve buttons which are worn with civilian clothes. Requisition for these buttons can be made on the Adjutant and Inspector at any time.

Marines assigned to Class III may finish any uncompleted course that they may be taking in the Marine Corps Institute at the time of their assignment.

The Marine Corps has adopted for the Reserve what appears to be a satisfactory method of promotion for its commissioned personnel. In time of peace promotions in the commissioned grade in the Marine Corps Reserve will be based on "Seniority-Selection." A board of officers will be appointed annually or oftener, as may be required, by the Major General Commandant to consider the records of Reserve Offices and to make recommendations for promotions. The procedure of the Board will be as follows:

The records of officers in order of seniority in each grade will be considered. In case the Board does not recommend an officer because of lack of experience, training, interest, or for any other cause, it will then consider the next senior in rank. An officer

recommended by the Board and approved by the Major General Commandant will then be eligible for qualification for and promotion to the next higher grade or rank.

#### AMPHIBIOUS TANKS

*The Royal Tank Corps Journal, June, 1925*

"Now to turn to the tactical side, the Navy is very much interested in the question of the development of the amphibious tank. Colonel Fuller has pictured the British Army as setting forth like a fire-engine to quell a fire. Well, to reach our enemies we usually have to cross the sea, so it will depend very much on how the Navy puts the fire-engines ashore whether the latter will be successful when they get there. It may be a simple matter of escorting troopships into port. On the other hand, it may be a case of having to attack under the conditions of an opposed landing. Soldiers have told me that they would be very loath ever again to undertake an operation like the Dardanelles—that is to say, to land in the open against an enemy with modern machine guns, and that for such landings they would essentially require the use of tanks to head the troops. In 1917, we tried to solve this problem in a crude way on the Belgian coast, and many of you, no doubt, have read in Admiral Bacon's book about the intention to use pontoons, at the head of each of which would have been three tanks. These, of course, would have been land tanks, and the system was only suitable for a short sea journey, and for that particular locality. The pontoons were like huge floating piers with a couple of ships pushing them ahead until they grounded on the beach and the tanks could walk ashore. The weak point was that if the head of a pontoon had been hit by a shell, the tanks would, in all probability, have been unable to get ashore. The Navy, therefore, is very interested indeed in the problem of how to put tanks ashore. If the Royal Tank Corps can evolve a tank which can swim from some way out at sea in what we should call a 'bit of a lop,' at least, then the problem would be enormously simplified. As long as it is necessary to ferry the distance between a comparatively deep-draught ship, big enough to carry heavy tanks, and the shore, the problem remains exceedingly complicated. I submit that this is a tactical aspect of the employment of tanks of considerable importance to both services. I hope, therefore, that the Royal Navy will continue to be very closely associated with the Royal Tank Corps in seeking the solution of such problems."

\* \* \* \* \*

During the Panama-Culebra manœuvres of two years ago, the Marine Corps Expeditionary Force had with it a tank known as the "Christie Amphibian Tank," which was equipped for three methods of propulsion, with wheels similar to those of an ordinary truck, with tracks for track propulsion, and with twin-screw propeller for service in water. When driven truck-fashion, it could travel up to thirty-five miles per hour; when driven by tractor element, up to fifteen miles an hour over rough ground. Its maximum speed through water with twin-screw propeller was about eight miles per hour.

The tank was designed to carry either a 75-mm. gun or possibly two 37-mm. guns, or that number of machine guns.



The tests were held under fairly ideal conditions. In order to perfect this tank and make it suitable for landing work, a great many modifications should be made, but it is believed that such a tank properly constructed will take a most important part in landing operations. Major General Cole, Commanding General of the Expeditionary Forces, in commenting on this Christie tank, said, "While the present design is not seaworthy and needs changes in details, yet, as the results of the experiments conducted with the tanks and of my own observations, I consider it is capable of being evolved into an extremely valuable weapon of war, not only in connection with landing operations, but in war of movement. It should be of really great value in 'river crossings' not only in clearing out machine-gun nests on the opposite bank, but as an adjunct of the bridge train."

## TARGET PRACTICE

The U.S.S. *Arizona* Marines broke all previous records with a 5"/51 cal. gun and established a new Navy record for a battery during the Short Range Battle Practice for 1925-1926. This splendid performance occasioned the Chief of Naval Operations to address the following letter to the Commanding Officer, U.S.S. *Arizona*:

"Washington, D. C.,  
January 22, 1926.

"From: Chief of Naval Operations.

"To: Commanding Officer, U.S.S. *Arizona*.

"Subject: U.S.S. *Arizona*—Record Performance, Short Range Battle Practice, 1925-1926.

"1. It is noted that 5-inch gun No. 8 of the U.S.S. *Arizona* in Short Range Battle Practice, 1925-1926, made the highest final score ever made by a 5"/51 caliber gun in this type of practice.

"2. It is also noted that the guns assigned to the Marine division, Captain M. G. Holmes, U.S.M.C., division officer, in Short Range Battle Practice, 1925-1926, made the highest average final score ever made by a five-inch battery on battleships in this type of practice.

"3. It is desired to congratulate the division officers, gun pointers and crews on these excellent performances.

E. W. EBERLE."

The Marine Corps exceeded all previous records by shooting 89 per cent. of the average strength of the Corps during the calendar year 1925 and qualified 88 per cent. of those firing. This record is particularly gratifying in view of the fact that war-stock ammunition was used and during the year the monetary incentive was very materially reduced.

## BOOK REVIEW

REVIEWED BY MAJOR H. L. PARSONS, U.S.M.C.

**MILITARY AID TO THE CIVIL POWER.** Published by The General Service Schools, Fort Leavenworth, Kansas.

This volume is designed to furnish line officers with a knowledge of such principles of law, international, Federal and common, as is necessary for their guidance in military government and riot duty situations. Military government is discussed in the light of American experience in Porto Rico, Cuba and Germany. The problems confronting the military commanders and how they were met are clearly and interestingly set forth. The principles to be deduced from these experiences are enumerated and their application shown by an illustrative problem. Riot duty is discussed under two heads, the use of Federal troops in aid of State civil authorities and the use of Federal troops in aid of the Federal civil authorities. Instances illustrating the law in such cases are cited from the Dorr rebellion in 1842 to the disturbances in West Virginia in 1921. The status, powers and responsibilities of officers performing duty in such situations are briefly and clearly discussed and the measures to be adopted in restoring order are shown. A clear distinction is made between the employment of troops in such cases under the provisions of the Federal statutes, the usual situation, and their use when not so authorized under martial law, the exceptional situation, as in the cases of certain border states during the Civil War. A further distinction is made as to the time and purpose of using troops such as to protect Federal property, or agencies and property in Federal possession under the right of self-defense inherent in every government, and their use for aggressive purposes, to enforce Federal law, to assist in executing process of United States courts, or to quell the insurrection by the use of actual military force, which can only be done after the time limit mentioned in the President's proclamation for the rioters to return to their homes has expired.

Appendices showing the usual necessary legal forms applicable to the various situations discussed and an excellent index are included.

The brevity and clearness with which the subject-matter covered by this book is discussed will appeal most favorably to all officers of the line. It has been adopted as a text in the Field Officers' Class at the Marine Corps Schools.

## NEW MEMBERS

The following new members have joined the Association:

- Major H. G. Bartlett, U.S.M.C., Quantico, Va.  
Captain Victor F. Bleasdale, U.S.M.C., Quantico, Va.  
Captain J. B. Seabee, U.S.M.C., Marine Barracks, Quantico, Va.  
Captain W. F. Beattie, U.S.M.C., Camp Holabird, Md.  
First Lieutenant James A. Ackerman, U.S.M.C., Parris Island, S. C.  
Second Lieutenant Lee Fox, U.S.M.C.R., Bicknell, Ind.  
First Lieutenant W. B. Onley, U.S.M.C., Parris Island, S. C.  
First Lieutenant R. D. Foote, U.S.M.C., 536 St. Charles St., New Orleans, La.  
First Lieutenant Leland S. Swindler, U.S.M.C., Marine Barracks, Quantico, Va.  
Second Lieutenant T. J. McQuade, U.S.M.C., Marine Barracks, Nyd., Washington D. C.  
First Lieutenant E. E. Mann, U.S.M.C., MB., Quantico, Va.  
First Lieutenant F. M. Howard, U.S.M.C., MB., Quantico, Va.  
First Lieutenant Francis Kane, U.S.M.C., MB., Quantico, Va.  
Captain Frank Mallen, U.S.M.C.R., 25 City Hall Place, New York, N. Y.  
Quartermaster Clerk O. F. Bailes, U.S.M.C., MB., Parris Island, S. C.  
Sergeant Major Edwin D. Swift, U.S.M.C., MB., Parris Island, S. C.  
First Lieutenant B. I. Byrd, U.S.M.C., MB., Parris Island, S. C.  
Major R. E. Davis, U.S.M.C., MB., Parris Island, S. C.  
Lieutenant Colonel R. B. Creecy, U.S.M.C., MB., Quantico, Va.  
Marine Gunner J. J. Farragher, U.S.M.C., MB., Quantico, Va.  
First Lieutenant Daniel R. Fox, U.S.M.C., Marine Barracks, Nyd., Charleston, S. C.  
First Lieutenant Melvin E. Fuller, U.S.M.C., MB., Quantico, Va.  
Captain Claude A. Larkin, U.S.M.C., Recruiting Station, Portland, Ore.  
First Lieutenant Edward F. O'Day, U.S.M.C., Marine Barracks, Parris Island, S. C.  
First Lieutenant Gerald C. Thomas, U.S.M.C., MB., Nyd., Charleston, S. C.  
Captain J. J. Stalley, U.S.M.C.R., Headquarters Marine Corps, Washington, D. C.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS  
OF AUGUST 24, 1912

OF THE MARINE CORPS GAZETTE, published quarterly at  
Philadelphia, Pa., for April, 1925.

Washington, D. C. } ss.

Before me, an Adjutant and Inspector in the U. S. Marine Corps (authorized to administer oaths), personally appeared Edward W. Sturdevant, who, having been duly sworn according to law, deposes and says that he is the Editor of THE MARINE CORPS GAZETTE, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business managers are:  
Publisher, Marine Corps Association, 227 South 6th St., Philadelphia, Pa.  
Editor, Edward W. Sturdevant, Hdqrs. Marine Corps, Washington, D. C.  
Managing Editor: None.  
Business Managers: None.
2. That the owners are: (Give names and addresses of individual owners, or if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)  
Marine Corps Association, Headquarters, U. S. Marine Corps, Washington, D. C.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of the total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which the stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bonafide owner; and this affiant has no reason to believe that any other person, association, or corporation, has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....(This information is required from daily publications only).

(Signed) EDWARD W. STURDEVANT

Sworn to and subscribed before me this 28th day of May, 1925.

(Seal)

(Signed) M. R. THACHER,  
Major Asst. Adjutant and Inspector.